

HONDA'S CR125 - FOR EXPERTS ONLY

IND **MOTOCROSS** **ACTION** MAGAZINE

34485

**WATERCOOLED 125
IN KIT FORM**

JUNE 1976 \$1.00
UK40p

**WINTER-
AMA SERIES**

**HUSKY
FORK
MODS**

**SUZUKI TAKES FIRST
SUPERCROSS AT DAYTONA**

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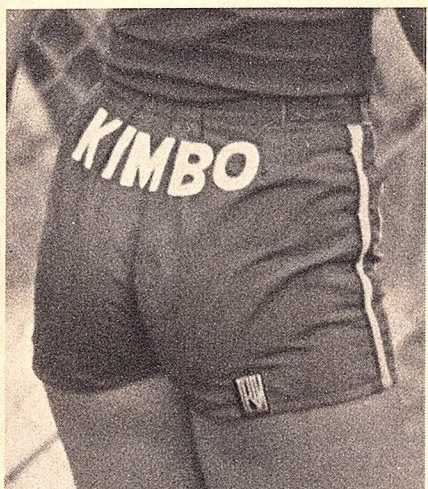


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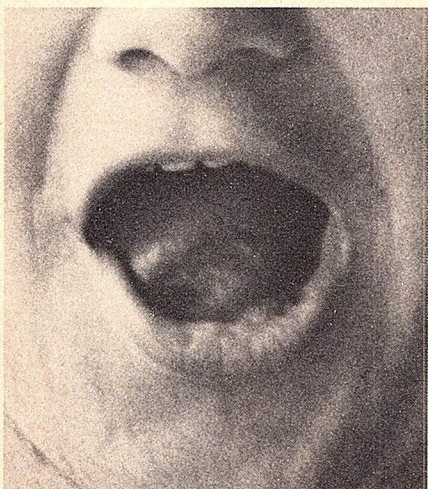
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HONDA TEST



DAYTONA



HANNAH — BURGETT SPEAK



DG WATERCOOLED

MOTOCROSS

VOLUME FOUR
NUMBER SIX

ACTION MAGAZINE

JUNE 76

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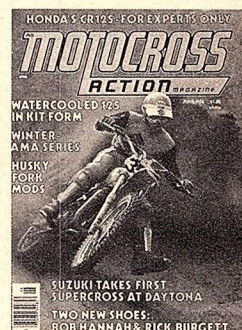
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WINTER-AMA ACTION: Suzuki factory supported rookie Danny LaPorte surfs the sandy berms during a hard fought Florida series. Photo by Jim Gianatsis.

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MOTOCROSS ACTION MAGAZINE

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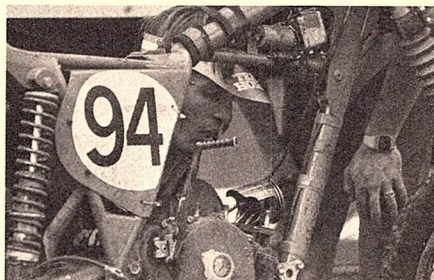
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ON THE MAINJET

By DICK MILLER

The time that should've been spent writing Mainjet was used up taking photos in Daytona, Florida's sunshine. What can I tell you, it makes you lazy!



"Gollleeee," says mechanic Roy Turner inspecting blown Honda piston.



Kawasaki PR director Doug Freeman realizes in horror he's pit-bikin' on a Yamaha.



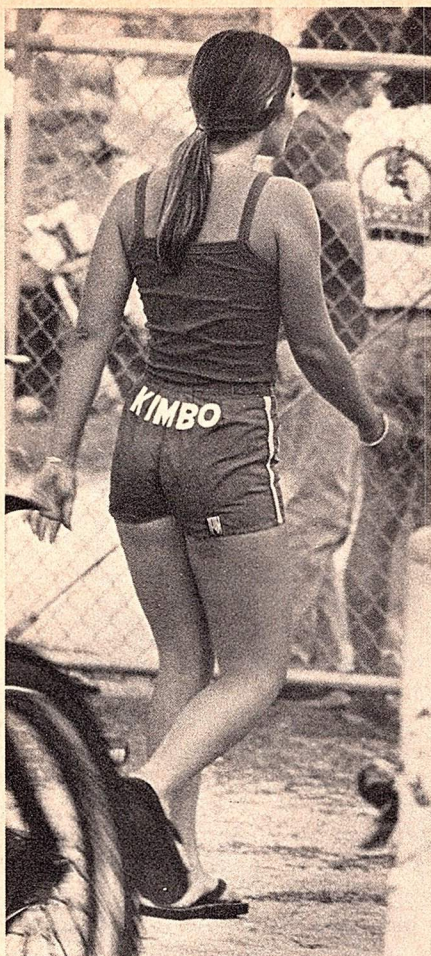
Everybody tries not to look.



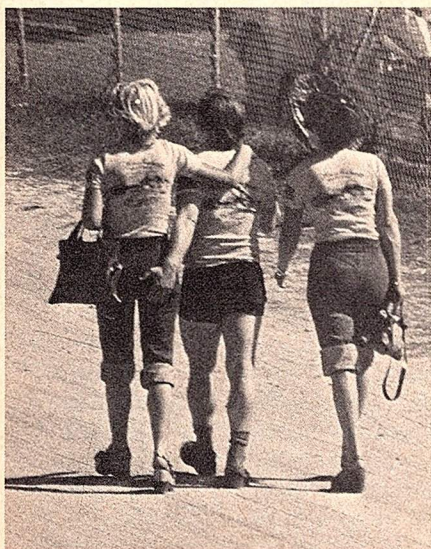
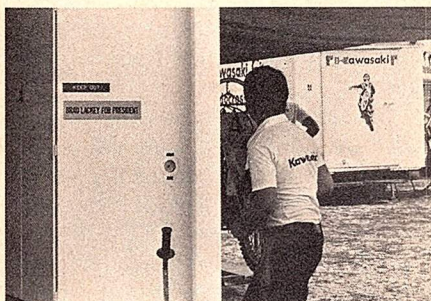
Two Martys, Smith and Tripes, look.



Desert star Mitch Mayes can't resist swinging a leg over Croft's factory RC.



Go!!!!!!leeeeeeeee!



The End.

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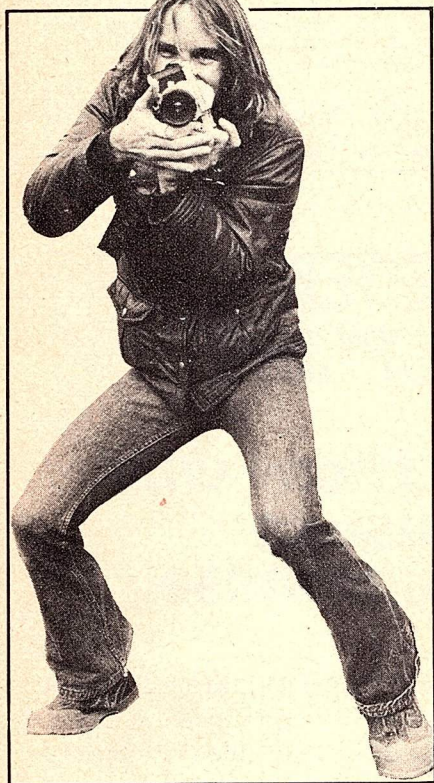
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BAZ'S BOX



by Paul Boudreau

Living with a cast is like carrying a four-foot log around with you everywhere you go. Getting into a car you have to slide in backwards so you can drag your log in behind you. Sitting down in a restaurant you either have to roll it onto the seat next to you or park it out in the aisle where a waitress carrying four cheese omelet specials can trip over it. Even when you take a shower, go to the bathroom or go to bed this log has to be dealt with because, unfortunately, it is firmly attached to your hip.

I'm a little luckier than most castees. I have one that doesn't go over my foot, and even though it goes from my ankle to the top of my thigh, I can wear my blue jeans over it and walk like a real person. It just looks like I have one big thick leg that doesn't bend.

It makes for some interesting cultural exchanges. The old town

head came up to me outside the market in Topanga. The old town head in Topanga is like the old town drunk anywhere else. The only difference is what he gets loaded on. Anyway, I'm gimping along and he's leaning on his cane and he said to me, "It seems to me, young fellow, that you must have a sore foot." His eyes were kinda glassy and they focused about three feet behind my head.

"No, my leg's in a cast," I said, rapping it with my knuckles.

"Wanna buy a good cane?" he asked, holding up his stick and refocusing on the lamp post two feet to my right.

I was amused but he thought this was uproarious and laughed himself into fits of coughing.

When I returned from the market he was still there, only now he was sharing a roach with a young girl. "See that guy," he giggled to his new friend. "He's got a cast on his leg so I said to him..." As I slid backwards into the Bazmobile he lifted his cane above his head and delivered the punchline. They were still doubled over as I drove away.

I'm starting to add a little variety to my adventure by telling people I have a wooden leg. They'll bump into it or trip over it and recoil in horror at its solidity. I'll say, "Oh, it's made out of wood. I have a wooden leg. I hold my socks up with thumbtacks."

Last week I went dancing with the Valley crowd at Big Daddy's. I could only do the "Bu." That's half a "Bump."

I was having a lot of trouble getting around a motocross course to take pictures until Dick Miller taught me the finer points of downhill hobbling. Miller, who's been in many casts, was observing from a safe distance while I was taking shots of Marty Tripes doing high altitude stand-up cross-ups over a hillcrest.

Wanting to try a different angle from the bottom, I started making my way down the hill. When one leg bends and one doesn't, downhill can be downright frustrating. This time, however, things got completely out of hand. Tripes was making his way around for another pass and I didn't want to miss the shot so I started taking longer strides. Before I knew it, I was out of control speeding down the hill

like Frans Klammers with his foot caught in a bucket. I felt like a runaway pole vaulter. As I stumbled past Miller with my throttle stuck wide open, he saw the panic in my eyes and shouted, "Keep your cast downhill!" Acting on last ditch survival instinct, I swung my plaster appendage in front of me and started hopping wildly on my good leg. The effect was dramatic. I regained control and made it to the bottom without trouble thanks to Miller's instruction. Now I run up and hop down hills with confidence, even arrogance, to the point of an occasional click into an erosion ditch.

Sadly, the callus on my shifting toe is peeling itself to oblivion. Since it's at the end of my encased leg, I can't reach it to spend meditative moments pulling the dead skin off. I have to be content to reflect upon the hunks of dry flesh I find in my sock.

Not being able to ride hasn't frustrated me too much. When you're dealt frustrations like this you tend to compensate somewhere along the line, like kicking your dog or throwing a rock through the school window. Being master of my emotions, however, I remain in control, not showing any outward manifestations of my inner turmoil. I am a Rock of Gibraltar.

The rock, however, came crumbling down on Tuesday evening in the fifth week of my castehood. Fate had brought together the elements of my downfall. Shirley had baked a batch of pumpkin nut bars and a bunch were wrapped up in the cupboard. Doti had sent me a box of homemade chocolate chip cookies and Peggy had left a bag of puffed rice on the shelf. There was a half-gallon of milk in the fridge and an emergency Snickers in the freezer.

I was hanging around my cave poking at the typewriter when the first pang rippled across my abdomen. I ignored it, intent on finishing the story I was writing. Another pang, stronger this time, tore my mind from my work. I thought of the pumpkin bars in the cupboard. Mmmm. Sure would be nice to have a couple of pumpkies and a glass of milk. A twinge of excitement sprang from the deep recesses of my mouth and ran down the

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MOTOCROSS/JUNE 1976

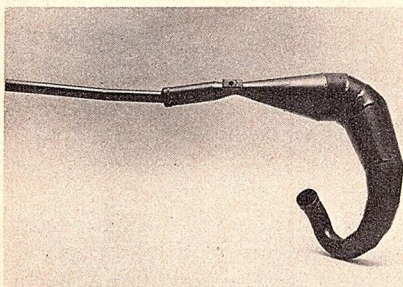


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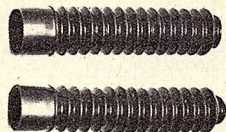
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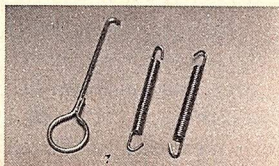
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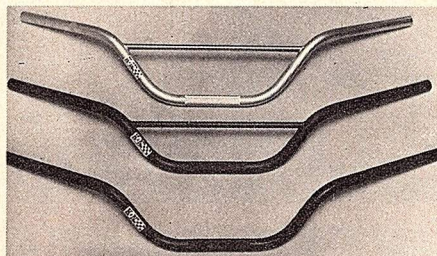
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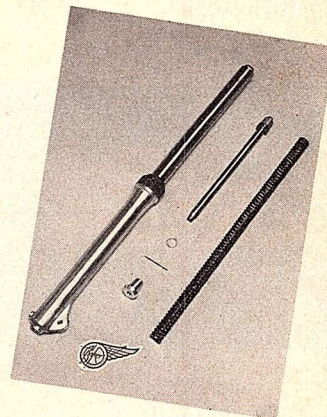
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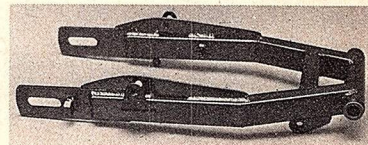
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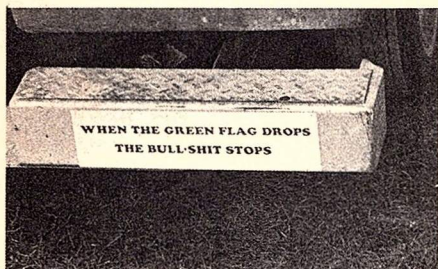
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DIRT

By Holbert Holquist



Team Suzuki's win of the Florida Series and the Bel-Ray Cup for the third year in a row retired the



trophy. Left to right, standing: Bernie Thompson, Keith McCarty, Bel-Ray's Kurt Keiffer, Brian Lunnis. Kneeling: Stackable, Tony D. and Danny LaPorte.

Can-Am's press conference in Daytona announced their renewal of the sponsorship of the National Amateur Motocross Championships. Their figure of 47,000 amateur MXers in AMA competition for '75 is expected to be surpassed this year. There will be regional championships with the finale to be held on October 17th at Carlsbad, California. The AMA said that Carlsbad was the logical choice because of its geographical location and being the most representative track for amateur competition. We commend Can-Am for their open statement toward their involvement and commitment to racing, but question the AMA's choice of location and track!

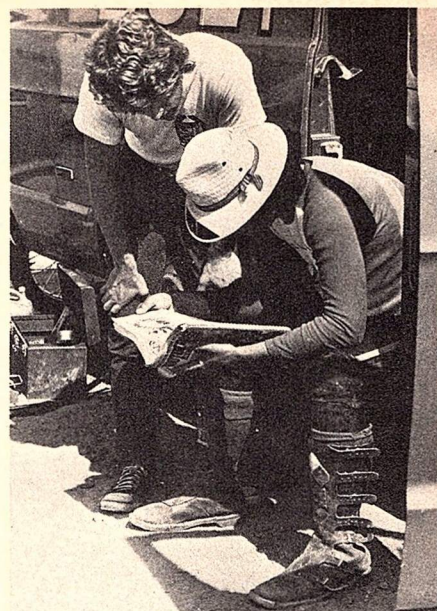
Some people thought Rich Eierstedt shouldn't have been in the "support class" in the Supercross at Daytona because of his expertise as a rider, but what these people didn't know was that Rich only earned five National points last year because of injuries and the AMA wouldn't let him ride in the feature class of the Series.



David Maltais sent us some sneak photos of Brad's new bike from a race in Valkenswaard, Holland. The engine is punched out to 390cc and it has 240mm travel front and rear with a redesigned trick set of triple clamps for the front end.

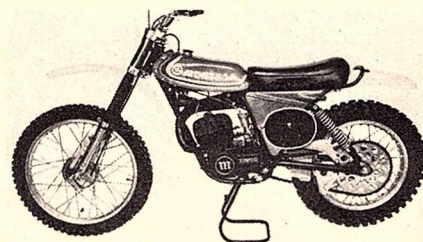
WDAT, the hot radio station in Daytona, was promoting the races all during speed week and had several interviews with riders. One of our favorite comments was, "Motocross Action live from WDAT." Another one of the DJs wanted to know why Pierre Karsmakers didn't get his name changed to Cyclemakers. Makes sense!

Maico's looking pretty strong with Ake Jonsson and Adolf Weil signed for the 500cc class in Europe. They also have a British youngster, Graham Noyce, as a third rider. West German Hans Maisch will stay with the 250cc GP class. Now that Ake's left Yamaha maybe we'll get to see him in this year's Carlsbad USGP. They refused to finance his trip over last year.



DOES MARTY TRIPES READ MXA? Does a chicken have lips?

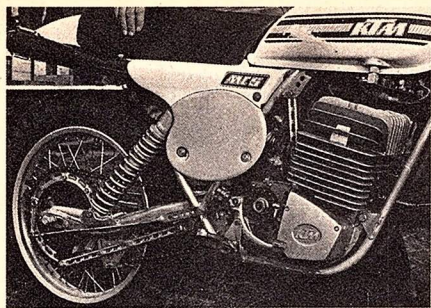
Montesa's new 125 has six speeds, a new frame, more power, cantilever suspension, long-travel



forks and a high pipe. They call it the Cappra 125 VA Moto-Cross. Looks hot!



Kalman Cseh, of the KTM factory, told Dick, while in Daytona, that they have signed four Russian riders for the 250cc GP season with Moiseev being one of them. He also mentioned that Rybaltchenko, the Russian CZ rider, had met with a fatal car accident several weeks ago.



Willi Bauer and Jaak van Velthoven are KTM's riders for the open class. Willi's bike uses the Marzocchi front end with Bilsteins in the rear. The bike sits low but that's the way Willi likes it.



Gerrit's bike has different shaped and larger Kayaba reservoir shocks. New front end has about 230mm.

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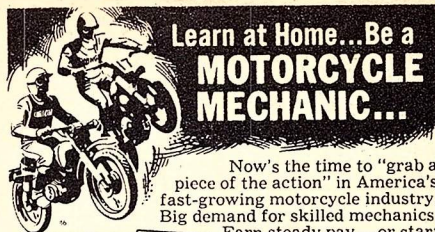
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David Maltais, our man in Europe, said that KTM had signed Andre Malherbe for the 125 GPs. He was the former two-time winner of the 125 FIM Prix, now world championship, riding for Zundapp. When Zundapp withdrew he was left without a ride.

The first Sunday's event of the Winter-AMA Motocross Series was designated the Mark Stapleton Memorial Race. Stapleton, 18, died of suffocation due to improper

Cont'd. on page 59



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MAIL ENTRIES



"WHAT MEAN 'UM WFO?"

DOPE AND RACING

Dick Miller:

Excellent. Your March "Mainjet" on dope and racing was straightforward and enlightening. My 17-year-old amateur MXer also voiced his approval of your article. I am certain there are thousands of other fathers who spend a bundle on MXing that will agree.

Leo C. Weyrich
New Cumberland, West Virginia

Dear Dick:

I fully agree with your opinions and hope that all of the young racers in this country read and remember what you wrote. Like you, I associate with many of the top riders in this country and some foreign riders. I have never heard one of these guys brag about narcotics aiding their success.

Michael A. DiPrete
Westerville, Ohio

(DiPrete is the AMA Professional Motocross Manager. — ed.)

Dear MXA:

I wiffed four lines of Peruvian Flake just before the second moto last Sunday, got the holeshoot, wheelied away and won the race. But it took me an hour and a half to unclench my teeth.

Roger Davis
Raybell, Wisconsin

MXA:

I agree strongly with your "On the Mainjet" article in the March issue. I think that other magazine is the shits, too. Especially when they rate the Yamaha MX125C above the RM125.

Keith Quade
Peterborough, Ontario

Dear Dick:

I smoked so much Columbian before a Superbowl race that all the other bikes looked like they were crawling around the track like snails. But my bike would only go, "booWAT, booWAT" so I came in last. My mechanic didn't care. He was stoned on acid.

G. Mocheck
Huntington Beach, California

Mr. Miller:

I ate some peyote before a race once. I didn't get a good finish but man, I was *liquid*!

Sam the Reefer Man
Santa Cruz, California

Dear MXA:

Hats off to Dick Miller and freedom of the press! I think anybody who smokes LSD or pops pills before a race should be arrested.

Albert Tobias
Phoenix, Arizona

MXA BLOWS IT AGAIN

Gentlemen:

Needless to say this is not the first letter you have received, and hopefully it won't be the last, concerning your test of the Yamaha MX125C. Your research of the YZ125C must have been very extensive in order for you to state that the YZ had a chrome bore. This just proves to me you fellows have never given Yamaha a fair shake. Oh for the days when MX ACTION was a no-compromise magazine. Times change and concepts do also and advertising is the name of your game.

Stephen L. Armstrong
Decatur, Alabama

Dear MXA:

In regard to your MX125C test, the YZ125C does not have a chrome bore and it can be bored to fourth

over, not counting larger accessory pistons.

The Parts Girl
at Yamaha South
Jacksonville, Florida

Dear MXA:

Mine doesn't have a chrome liner.
The Yellow Jackrabbit
Greybull, Wyoming

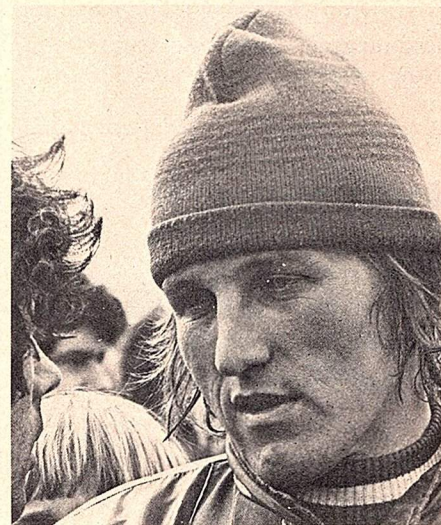
MORE WOLSINK

Dear MXA:

I loved your March issue with all the pictures of Gerrit Wolsink. He is so SEXY! Is he married? More pictures please!! Topless, even.

Anita Sponsor
Atlanta, Georgia

(He's married, Anita. — ed.)
(Besides, he's not so hot. He's chubby and wears glasses, and how exciting can a dentist be? — ass. ed.)



SHE WON'T LET ME RIDE

Dear Sirs:

Where I live the snow is just melting and it's a great time to start riding. But there's one thing in my way. My mother won't let me ride because of my grades. So could you write something that might help me out?

Eric Good
Johnstown, Pennsylvania

(Sure thing, Eric. How's this:
English — B, Geometry — A,
History — A, French — B, Social
Studies — A, Biology — B. — ass.
ed.)

AERO-P.A.

PUTS IT ALL TOGETHER



- A. Bell Star 120 \$64.75 Also Moto Star \$69.75
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- E. Torsten Hallman GP gloves \$18.00
- F. Hi Point nylon/leathers, MX pants red leather w blue nylon \$84.00 Enduro pants w flap to go over boots, blue leather w red nylon \$89.00
- G. MX socks — red, gold, green, blue \$.95
- H. Hi Point MX boots \$73.95 Also ISDT style \$73.95
- I. Bell Super Magnum, white or silver \$53.75
- J. Hallman cross peak — red, white, blue, yel \$3.15
- K. Scott goggles, clear \$12.95; polarized \$16.95
- L. Scott mask, white or blue \$6.95
- M. Bultaco jersey, red/ gld, blu/ gld, gld/ blk, navy/ wht \$13.95
- N. Gold belt \$16.95
- O. Miura leathers, gld/ blk, Blu/ blk \$89.95; red/ gld/ blk w Bultaco on side \$92.50
- P. Webco G.P. gloves \$13.95
- Q. Heckel boots, MX blue/ gold, yel/ blk, \$85.00, Enduro blk/ red \$85.00 Trials red/ yel \$55.00

- 1. Petty hex grips, red, yel, blk \$3.95 Oury grips red, yel, blu, blk \$3.95 Malcolm Smith grips, red, yel, blu, blk \$3.95
- 2. Torsten Hallman quick throttle \$8.95 cable \$3.35
- 3. Magura dogleg lever assy, clutch or brake \$11.99
- 4. Andres handlebars, Husky or CZ style \$19.95
- 5. Number plates, white, red, green, yel, pk of 3 \$3.95
- 6. Petty front lb muder \$7.95
- 7. Foam fork protectors, red, yel, blk \$3.95
- 8. 3.00 x 21 Trelleborg \$36.10
- 9. Petty MX rear fender \$7.95
- 10. 450x 18 Trelleborg \$44.15 450x 18 Metzler \$44.60
- 11. Hi Point tank tool bag w card holder \$21.75
- 12. Koni shock absorbers (no springs) \$68.00
- 13. Bilstein gas shocks (no springs) \$94.00 springs \$16.00
- 14. Marzocchi shocks with springs \$99.00
- 15. Fox Shox (no springs) \$99.00 springs \$16.75 Also Gas Girlings (no springs) \$82.00 springs \$17.00
- 16. Petty headlight number plate \$17.95
- 17. Petty integral taillight fender \$18.95

- 18. CCM 500-600cc Motorcycle— \$2,950.00 to \$3,100.00

TO ORDER:

All orders will be sent C.O.D. unless prepaid in full including freight by check or money order.

Total charges to your door:

Cost of items ordered \$ _____

Illinois residents add 5% tax \$ _____

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If C.O.D. add \$.85

Total \$ _____

(Canadians and Military please add \$4.00 for shipping for boots, & leathers.) Prices subject to change.

AERO-P.A.

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Quantity _____

Description _____

Color _____

Size _____

Name _____

Address _____

City _____

State _____ Zip _____

Also fast parts service for Bultaco, CCM, Hodaka, Husqvarna, Penton

WING NUT



by Al Baker

PORTING PIECES

I am 16 years old and I have been riding since I was 12. I have been racing a Honda XL250 cross-country and an RM125 Suzuki motocross for a pretty long time (ten months). My younger brother and I have been in the top three in every moto, except for the times when we DNFed or fell and lost our position.

For about a year and a half, I have been interested in porting and polishing, etc. I started out with a 3/8 drill. Last Christmas I got a Sears Craftsman tool and dye makers grinder. I have made a few bucks and do a pretty good job at it, too! I got some experience working for the local Honda shop as a mechanic. I keep all the neighbors' bikes running. Enough bragging and back to business.

Like I said, I am interested in porting and polishing. This grinder does a fine job but it isn't small enough for the tight bends, nooks, transfer ports, etc. I have seen a "45-degree angle" grinder. The one I have is straight. The question that I wish to ask is, would you please send me the addresses of the companies and suppliers of the grinders and the bits and accessories to fit? I would

appreciate the info. My grinder is blown up right now and I was just wondering if I could stand an easier tool to work with or if I should have mine fixed. The only company that I know of is the Dremel Company.

Glenn F. Barnes
Lexington, North Carolina

You must know by now that porting is a very touchy business. I believe you only learn by your mistakes, so I don't advise it to the average enthusiast. The tool you've been porting with is very good for the majority of your work. It will do a fantastic job with the proper cutting bits. I think Sears will repair it if it's still under warranty.

For getting into and working in those impossible places, CC Specialty Tools have just what you need. If they don't, then no one does. Their address is Route 4, Box 204, Lawrenceburg, Tennessee 38464.

Happy digging!

MINI FAST

I've a Yamaha YZ80. What is the best pipe to give it power, torque, etc.? I was thinking of Myerscough Machines, or the DG downpipe.

Rich Dandolo
Tinyville, California

Both of those companies make fine products, but they're not the only ones who make pipes. It's best to take into consideration which available pipes have proven themselves in competition. That's the kind of performance which you can translate into the right horsepower at the right time. Before purchasing a pipe, contact the manufacturer yourself and ask some hard questions. Personally, I would deal with a company that specializes in your particular motorcycle.

STUFFING EUROPEANS

I just bought a YZ125 after 14 months of scrimping and saving. Now I need some help. I want to buy a kit that will give me more fork travel. Which kit on the market would be my best buy? I would also like to make the forks gas/oil dampened. Would making the forks gas/oil dampened allow me to also

use one of the longer travel units, or would I have to stay with the springs? Also, are there any trick cylinder heads that would do a good enough job to make them worth the money? I really want to stuff some Europeans while I'm over here, so if there are any other tricks you know of that would help with the overall performance of the bike, I would really appreciate it.

PFC Karl Clapp
APO New York

I think you've made a wise purchase if you plan to "stuff some Europeans." As far as your fork problems, I sympathize with you and your Yamaha forks. First of all, pumping up your front forks with air and removing your spring is not going to solve your dampening or travel problems. The problem is in the hydraulic valving of the damper rods. I sincerely feel that if you are going to make the effort to improve your forks, you should do it right or not attempt it at all. The only successful kit I'm recommending is one which is performance-proven, made by Terry Industries. This kit includes a properly wound spring and longer damper rods. Air/oil suspension, I believe, is a "stroke" and just a fad of the times. Don't waste your money!

If you have the bucks to spend on a fancy looking cylinder head, but expect noticeable performance for your money, don't spend it. Your dollars could be used much more wisely and profitably if you were to have your cylinder ports and piston "blueprinted" (shaped, matched and polished). For the same price as a head, you will develop much more horsepower with a blueprint job done by a qualified tuner.

Terry Industries, P.O. Box 1321,
Hesperia, California 92345.

SPONSOR TIME

I have a few questions which I need answered. How does one go

The world's BEST motocross cycle!

MAICO

See your local dealer or write for free literature including latest road tests.

Cooper Motors, 110 E. Santa Anita Ave., Burbank, CA 91502
Maico Motorcycles Inc., 109 Electric Av., Lewistown, PA 17044

about getting a sponsorship? What goes along with that sponsorship?

Ernie Fernandez
Torrance, California

I've had full sponsorships from Triumph, Yamaha, Kawasaki and Honda. Not once have I asked for a sponsor. I've always felt I wouldn't be worth a sponsor unless I was asked to join a team. You should sponsor yourself, do your very best, until someone or some company feels you will benefit them. Then you'll get what you deserve. The better you are, the more you'll get.

Good luck.

FOG OUT

Ever since I bought my face fender, I've had this problem. When I breathe through my mouth, it fogs up my goggles. I have tried different placements, foam face filters, and even cut vents in my face fender without success. What's a racer to do??? By the way, your mag is A-1, ace of spades, cream of the crop, etc. Thanks.

Dave Clements
Rawlins, Wyoming

Being a racer like you, I always have the problem of fogging my goggle lenses. I have found that if you take a slice of raw potato and dip it in apple cider vinegar, then wipe your inner lens, your problem should be solved.

If you're still not satisfied, you'll have to try something else. Scott has a no-fog cloth and Bell Helmets has a fog-free solution.

Happy fogging.

76-6-21

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--- SEND MORE INFORMATION TO ---

NAME _____ AGE _____

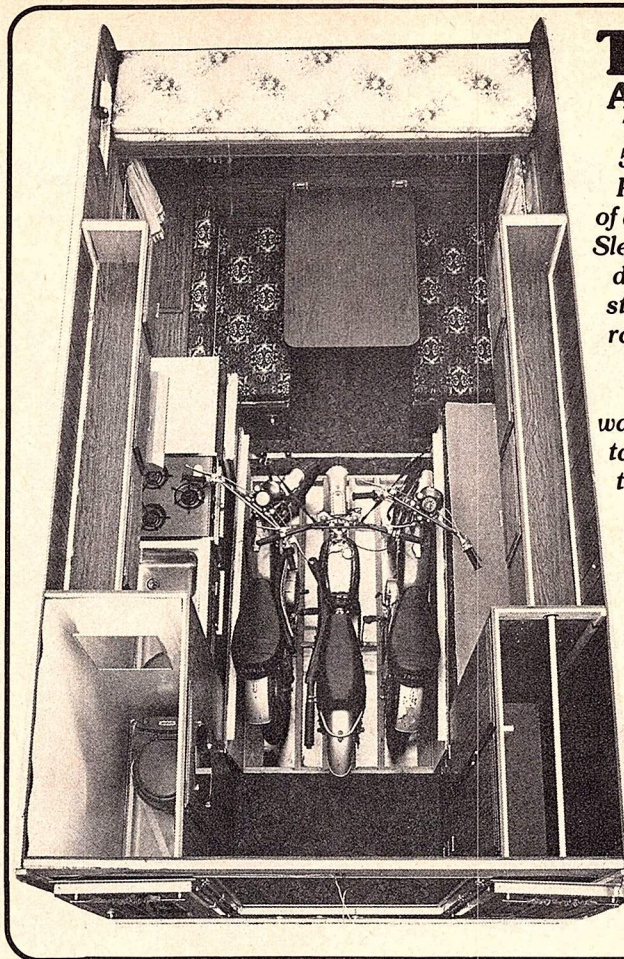
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PHONE () _____ YET _____





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tailored to each
model of motorcycle

WHIPS

Little things about people who make motocross neat

PETE MALY

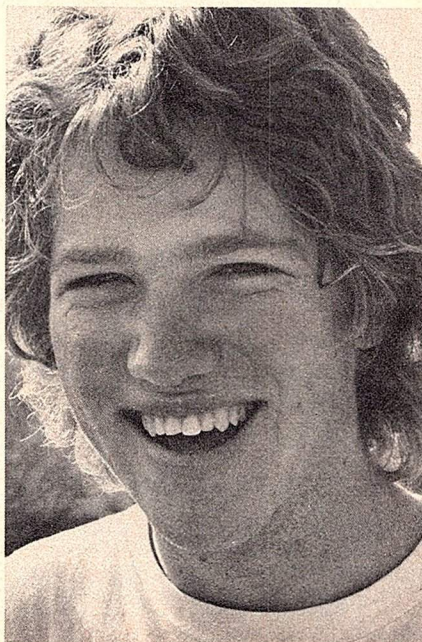


Pete is usually a familiar face in MXA, but lately you may have noticed he's been missing from our pages. It's not because we don't like him anymore or anything like that, it's his shoulder. He had dislocated it a few months ago and it started to come out on him while he was riding and racing, so he had it operated on. In a few weeks he'll be as good as new and will be back with us testing our bikes.

Besides managing his Coast Moto Cycle shop in Costa Mesa, California, with his dad, he also has been helping some of the high schools in his area with demonstrations and coordinating MX events. The former number one plate holder in AME is also about to celebrate his first anniversary with his wife Laurie. She was one of MXA's team riders in the Women's National, and although not the fastest, she was certainly one of the prettiest.

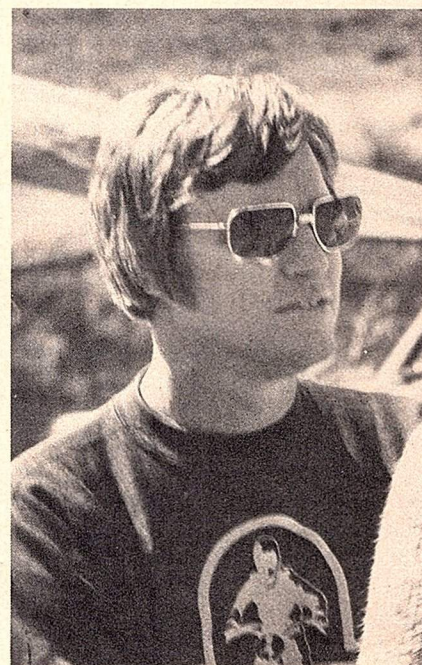
Pete's been racing for a little over four of his 22 years, and in one CMC race, we remember his blowing off the likes of Staten, Clements and 25 other pros on his potent CZ. He races mostly local events to promote his shop, and if you've got a CZ he's the man to see.

WAYNE BOYER



In the world of professional motocross there are individuals who don't seem to get the big breaks, win places on the popular Japanese teams or reach the status of "superstar," but who remain, nonetheless, true professionals in every sense of the word. They make up the perennial bulk of riders known as "the privateers." Wayne Boyer at this point sits at the top of this category. He served his apprenticeship racing the top money events on the west coast for the past few years on various brands including a Cheney BSA. In the 1975 Trans-AMA support class he rode as teammate to Gilbert DeRoover on the American Jawa factory CZ team and distinguished himself by defeating Richard Eierstedt in the first moto of the Saddleback race, no small feat considering "Sad" is the Honda superstar's home turf. Wayne is the racer's racer, always showing considerable skill and poise and always finishing consistently. Yet without serious support and a good bike, Wayne's effectiveness is limited. Wayne would be a strong, dependable addition to any full factory team. All they have to do is ask.

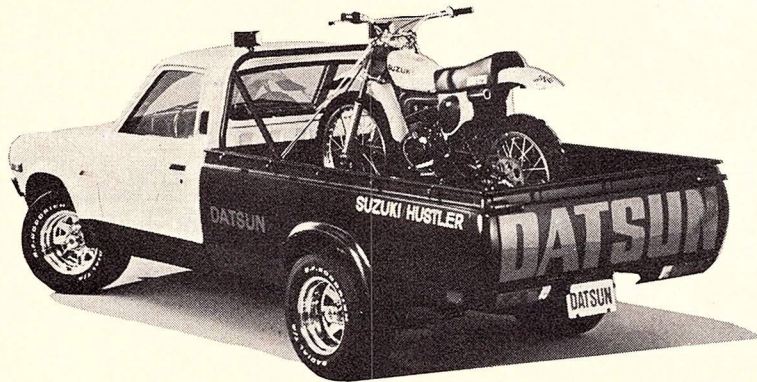
GARY HARLOW



Two years ago Gary Harlow started a business called DG Performance Specialties. Since then DG has vaulted itself into a position as one of the top Southern California speed shops in the business. Local 125cc pro races are predictably a flood of yellow DG jerseys into the first turn. Gary is the advertising director of DG and an advisor to the shop racing team. He used to race a little himself and rode all over the desert with his friend Malcolm Smith, but a few months ago his riding days ended when he rode over a cliff and did extensive damage to his arms and legs. Now Gary is busy doing his thing for DG and beginning a new venture. He and his friend Jerry Scott are starting a Professional Athletic Management agency representing American and European professional motocrossers and other athletes. They also hope to produce some motocross training films and promote some races in the future. Gary, now 39 and married with three teen-aged boys, is also starting up a DG bicycle motocross team. Looks to us like Gary Harlow is doing a lot for the sport.

III

Build a Suzuki! Win a Suzuki!



GRAND NATIONAL PRIZE
for best model built by entrant 14 years or over. A Datsun
"Suzuki Li'l Hustler" longbed truck with a Suzuki RM-125 motorcycle.



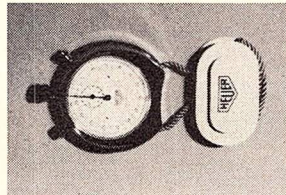
GRAND NATIONAL PRIZE for best model built
by entrant 13 years or under. A Suzuki TM-75.

TWO CONTESTS IN ONE. Enter the
REVELL/SUZUKI MODEL BUILDING CON-
TEST and give yourself the chance to win
one of 2 super Grand National Prizes.
For those 14 years and over, the Grand

National Prize is a longbed "Suzuki Li'l
Hustler" Datsun pickup with a matching
Suzuki RM-125. For those 13 and under it's
a scrappy Suzuki TM-75!



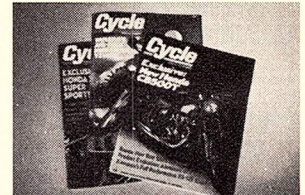
2nd Prize: One Suzuki helmet to
each of the next 10 winners in
both age categories



3rd Prize: One Heuer stopwatch
to each of the next 10 winners in
both age categories



4th Prize: One 3-Pack Revell Kit
to each of the next 50 winners in
both categories.



5th Prize: A one year subscrip-
tion to Cycle Magazine to each of
the next 50 winners in both
age categories.

HOW TO ENTER: Just get the 1/12 Scale Roger DeCoster Suzuki
Revell Model Kit — or the Suzuki TM-400 Revell Kit. (You can buy
them at participating Suzuki dealers or wherever toys or hobby kits
are sold.) Build either of them stock or customized. Then take your
finished Suzuki model to your nearest participating Suzuki dealer
between July 1 and July 30, 1976. He'll enter your model in his local
contest. Judging for the best models will be held in two categories:
for models built by those 14 and over; for models built by those 13
and under. Judging at each Suzuki dealership will be held on
July 31, 1976. Your Suzuki dealer will then send the top winners in
each category to the Nationals for judging. An equal number of run-
nerup prizes will be awarded to national winners in each category.

RULES OF ENTRY: This model building contest, conducted by
U.S. Suzuki Motor Corp. and Revell, Inc., is intended for the recog-
nition of outstanding skill in constructing fine motorcycle models
from plastic kits. This contest is open to any 1/12 Scale Suzuki
plastic kit model made by Revell. Any parts may be scratch-built
other than the basic engine. Contest is subject to local, State, and
Federal law and is void wherever prohibited by law. Tax liability and
local licensing requirements are the responsibility of winners.
No substitute prizes will be given nor will cash equivalents be paid.
The National Grand Prize for those 14 years and older will be
awarded to licensed drivers only. If an unlicensed driver wins the
National Grand Prize (the "Suzuki Li'l Hustler" Datsun pickup with
matching Suzuki RM-125) it will be awarded to a parent, legal
guardian, or other licensed driver designated by the winner at
Revell's or Suzuki's option. In accepting awards, winners grant
U.S. Suzuki and Revell the right to publicize and promote their win-
ning of awards. This contest is open to all U.S.A. & Canada
residents, regardless of age or sex, who are amateur model
builders. An amateur model builder is defined as one who does NOT
work for a model magazine, model manufacturer, or derive any
portion of his livelihood from building models. Employees of
U.S. Suzuki Motor Corp., Suzuki of Canada, Cycle Magazine, and

Revell Inc., their advertising agencies, and immediate families
are not eligible.

In all, 242 prizes will be awarded.

JUDGING: Models will be judged by the editors of Cycle Magazine
on: workmanship, detailing, originality of design, paint & decal
work, authenticity/feasibility, and special parts or materials.

Decisions of the judges are final.

HOW AND WHERE TO SEND ENTRIES: All entries must be sub-
mitted with the official entry form. Fill it out completely and take it
with your model to your local participating Suzuki dealer between
July 1 and July 30, 1976. If there is no participating Suzuki dealer
in your locality, you may enter by sending in a photo of your model
— color or black & white — by July 15, 1976 to Revell/Suzuki Con-
test, c/o Cycle Magazine, 780-A Lakefield Road, Westlake Village,
California 91361. These entries will be judged separately. A repre-
sentative number of the best models will be sent for and entered
into the Nationals for judging. No local level awards will be given
in this case.

ENTRY FORM

Print your name: _____

Street Address _____ City _____

State _____ Zip Code _____ Age as of July 1, 1976 _____

Name and City of Suzuki dealer _____



TRICKS FROM THE TRADE



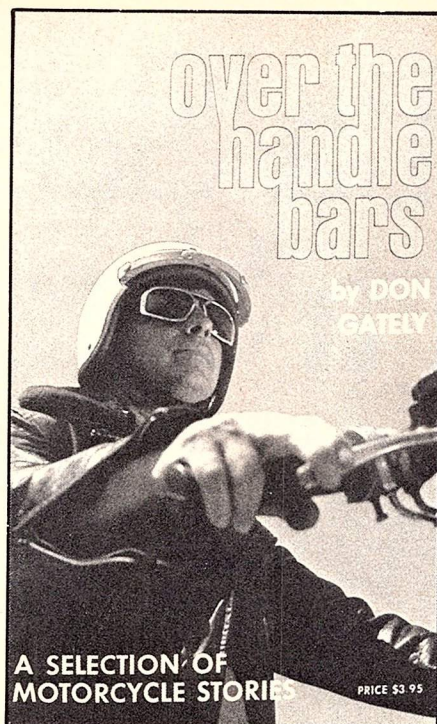
THE EVERYTHING OIL

They say it's not petroleum, they say it's not synthetic, they really don't say what it is but they do say it will do anything. Get your dealer to check out this stuff called Flex Oil by contacting Chemflex Corporation, Dept. MXA, P.O. Box 8514, Canton, Ohio 44711; (216) 454-4500.



BIKES FOR RENT

You can still rent one of these beauties when you get to England, if you're going to England. For information and reservations call London, 01-328-4060 or write Rent-A-Scooter, 5/7 Broadwell Parade, Broadhurst Gardens, London NW 6, and tell 'em The Baz sent ya.



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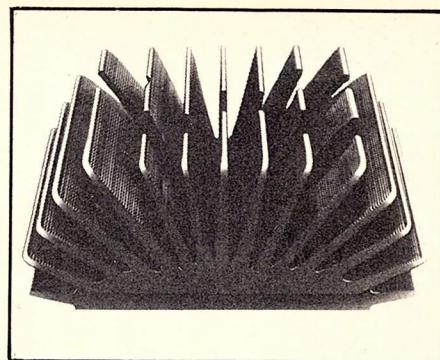
MOTORCYCLE BOOK

Don Gately is a motorcycle guy who writes stories, just like us. He's put together his best stuff in a book called "Over the Handlebars — A Selection of Motorcycle Stories." It might be fun to read. Send \$3.95 to Bright/Massey, Department 17, 321 E. 2nd Street, Suite 707, Los Angeles, California 90012. California residents must toss in the extra six percent. Watch out for a new book by The Baz called "Over the Candybars — A Selection of Junk Food Stories."



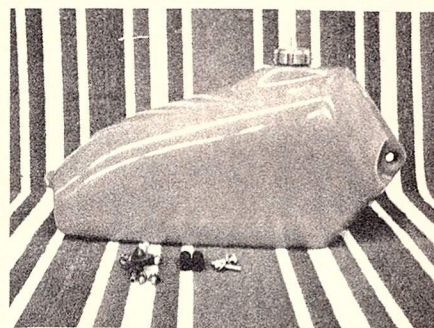
ME AND MY ARO

"Dear Dick: I am sending you samples of our new course-marking arrows so that you will always know which end is up. (If you hold them correctly, that is.) Available in these two luscious, sensuous colors: Passion Pink and Orgasm Orange! They cost anybody \$4 per 100 or \$35 per 1000. Free to single men under 50 who are very wealthy and have bad tickers. Love and kisses, Mary." Whew! Get 'em from Malcolm Smith, Dept. MXA, P.O. Box 1086, Riverside, California 92502; (714) 686-1006.



SPACE HEAD

This little jewel got first prize for design in the transportation category at the 1975 International Aluminum Extrusion Design Competition in New York, so we guess it's competition-proven. It's an extrusion, like the DG head, and features "mini-fins" along the fin bodies for greater surface area. Called the "Fan Dancer," from Genex Tool and Die Inc., Dept. MXA, 4049 Simon Rd., Youngstown, Ohio 44512.



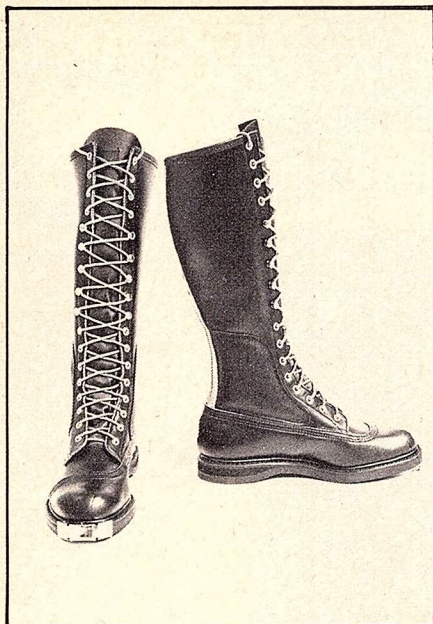
RC HONDA TANK

Just like the gas tanks on the fabulous RC Honda factory motocrossers, only it fits your stock Elsinore. They don't say what it's made out of, but whatever it is it costs \$34.50 from Clarke Manufacturing Co., Dept. MXA, Rt. 1, Box 576, Mulino, Oregon 97042.



SUPER DUMPY

Don't waste time anymore unloading your stuff when you get to the track. Now with pushbutton ease you can dump your whole load in 15 seconds. Contact Truckers Supply, Inc., Dept. MXA, 1000 N. First St., Garland, Texas 75040; (214) 494-1505.



LACE-UP BOOTS

Just like the kind Gary Jones used to wear. Features special hook and eye lacing so you can get them off fast if you like a quickie in the van between motos. Ask your local Honda dealer about them. Tell him you saw them in MXA.



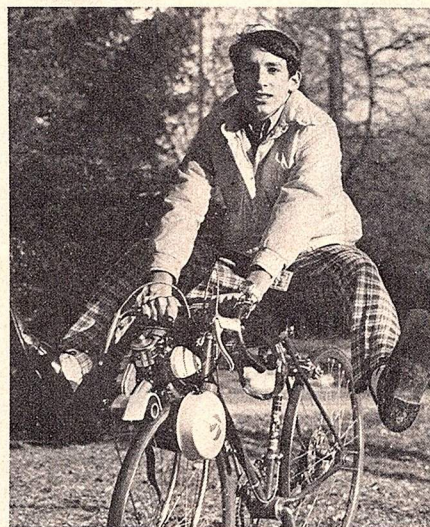
BEL-RAY BOOK

This fine looking item, the four-page Bel-Ray brochure, is available free from your local Bel-Ray dealer or distributor. It gives you all the latest propaganda about those smooth working Bel-Ray lubricants. Write Bel-Ray Co., Inc., Dept. MXA, 14670 Firestone Blvd., Suite 410, La Mirada, California 90638. And check out the new Bel-Ray poster of Gerrit Wolsink. It's right from the pages of MOTOCROSS ACTION.



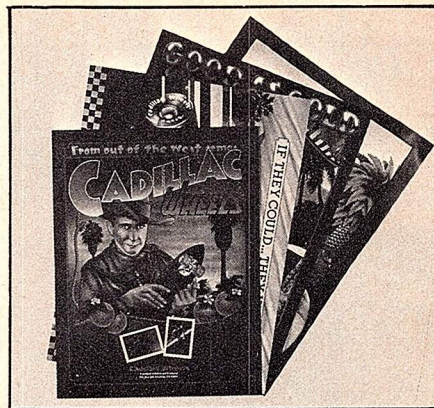
GOOD TIME CLOTHES

It's Randy again and what's he got this time? Oh, it's a complete line of casual riding gear from Kawasaki. Boots, socks, denim riding pants and the boss shirt, all available, along with the bike, from your local Kawasaki dealer. Randy is so happy because in the next shot he gets to snuggle with those foxy ladies again.



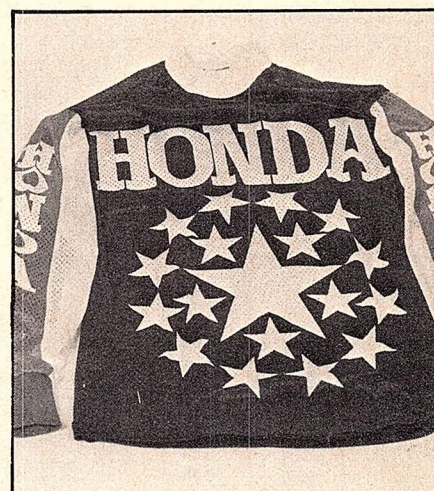
MORE SPEED FOR YOUR TEN-SPEED

Transform your pedal bike into a killer street machine. Great for physical fitness freaks who want to impress their friends with tales of many miles. The 22cc unit weighs 11 pounds and puts out 1.2 horsepower at the top of the curve. Write Aquabug International Inc., Dept. MXA, 100 Merrick Rd., Rockville Centre, New York 11570; (516) 536-8217.



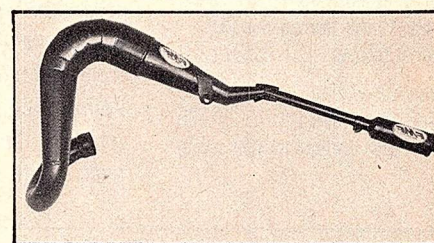
SKATEBOARD POSTERS

For skateboard freaks, these are spacey color posters by artist Jim Evans. Four different posters for \$2 each from The Fishy Smell Co., Dept. MXA, P.O. Box 755, San Juan Capistrano, California 92675.



SPACE JERSEY

This cosmic creation is Malcolm Smith's version of the Bicentennial Jersey. It's red, white and blue, natch, with Honda, Husky, Yamaha or Suzuki logos. \$12.95 from Malcolm Smith, Dept. MXA, P.O. Box 1086, Riverside, California 92502; (714) 686-1006.



WHAT MEAN-UM FMF?

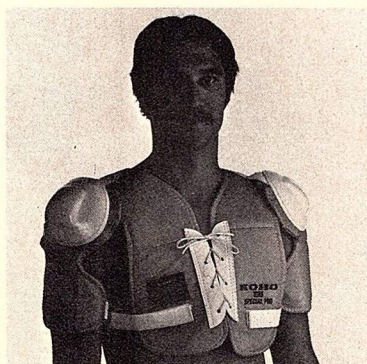
A broader powerband is extracted from 1975 YZ250 engines with this factory replica pipe from Flying Machine Factory. \$72.95 gets you part number 234-420 from FMF, Dept. MXA, 1416 W. 259th Street, Harbor City, California 90710.



PHASE II FOAM AIR FILTERS AND ACTION OIL

An "all weather" dual-layered air filtration system. Proved a winner many times over and most recently used by overall Parker 400 winners A. C. Bakken and Larry Roeseler.

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Can Am	\$5.25
**Honda 125CR '75-'76	\$6.25
Husqvarna G.P.	\$6.25
Kawasaki KX 250-400	\$6.10
Maico	\$4.95
KTM	\$5.50
**Yamaha 125-C '75-'76	\$9.75
Suzuki RM 125	\$8.50
**Honda CR 250 '75-'76	\$6.45
Yamaha YZ 250-400	
YZ & MX	\$9.75
Suzuki RM 250-370	\$9.60
Yamaha TT 500	\$5.25
**Yamaha YZ 80-C	\$4.75
Yamaha YZ 100-C	\$6.25
**Yamaha MX 100-C	\$6.25
Yamaha 400 ISDT	\$9.75
*Above prices do not include frames. ** (no frames needed)	
Optional frames	\$2.30 each
Action Oil - Pint	\$2.95
Action Oil - Quart	\$3.95
Many other current models available.	



KOHO SHOULDER PADS & CHEST PROTECTOR

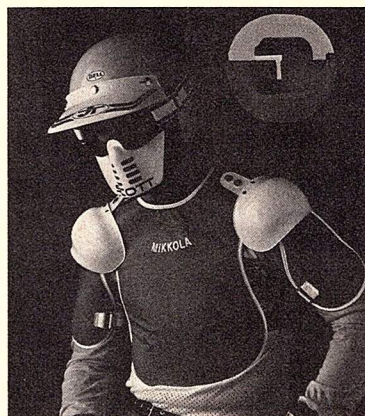
The first shoulder pad to be exclusively designed for moto-cross!

Adult Pad (yellow)	\$39.95
Junior Pad (blue)	\$35.95



JT MOTOCROSS "FLAK" JACKET-PROTECTOR

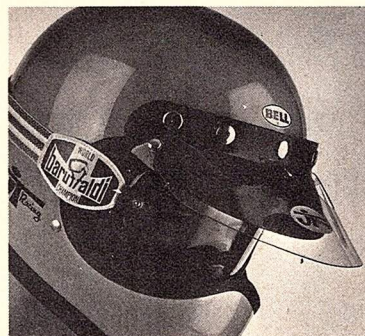
Designed especially for cold, wet motocross courses, this jacket does it all! It has complete upper body protection with chest and bicep protectors built into the inside lining. Made of orange, black and white waterproof nylon, this protector is being used by top European riders now \$69.95



JT CHAMPION GLOVES

Fully Padded Palm and Thumbs

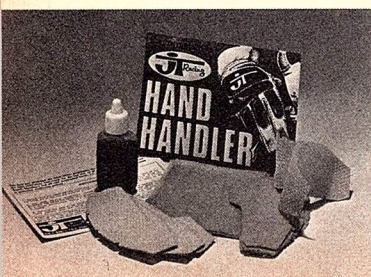
JT WOLSINK - Black Goat-Skin Palm, White Back, Black Protective Padding, Super Padded Palm	\$28.85
JT CHAMPIONS - Orange Palm, White Back, Black Protective Backing, Normal Padded Palm and Thumb	\$28.85
JT MIKKOLA - Red Palm and Back with Black Protective Padding Lightly Padded Palm	\$28.85
Sizes, S, M, L, XL	
Your Name - 7 Letter Limit	\$ 5.00



JT 5-Snap Mud-O-Cross™ Visor	\$ 6.95
JT 5-Snap Visor	\$ 3.95
Bell Motostar (white or yellow)	\$69.75



SCOTT	
Goggles - Clear Lens	\$12.95
Goggles - Polaroid	\$16.95
Face Mask (blue, white)	\$ 6.95
Clip-On Replacement Lens (see insert)	\$ 1.50
(Eliminate Lens Pop-Out - Clear, Amber, Smoke)	
Polaroid Replacement Lens	\$ 4.55
MIKKOLA Chest Protector	\$28.85



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Husqvarna - blue & yellow
Maico-Bultaco - red, black
Yamaha-Suzuki - yellow, l
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With JT Team Logo (extra).
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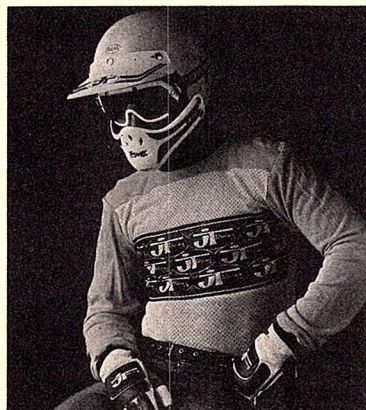
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Polaroid - grey \$ 4.55
Tear offs (set of 3) \$ 2.75



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black frames \$10.98
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KOHO "707" Finnfighter
Rock Guard \$ 8.95



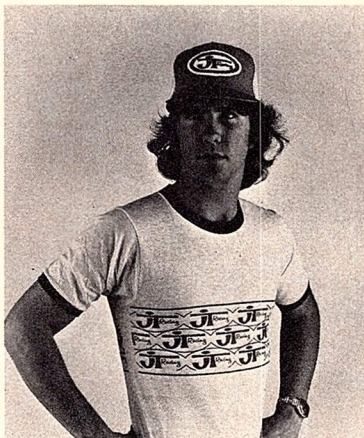
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333

JOFA SHOULDER PADS
#318 Model \$42.95
#333 Model \$39.95
#347 Model* \$33.85
*Model #347 not shown - a short-rib length chest protector

JOFA MOUTHGUARDS
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Child sizes too! Great for BMX racing -
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Orange Bill and Crown, white mesh
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Sizes S, M, L, XL \$ 4.95
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Great new jersey combination from JT. Pro-
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four no-fade color combinations. The greatest
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All acrylic combination - fantastic new material.
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It's hard to say where Honda's racing and development program is taking them. Since the 1974 Salt Lake City 125 National Championship race, and probably long before that in Japan, they've had a super-trick 125cc motocrosser called the "RC." That bike incorporates some highly advanced design features like smooth-working, long-travel forks, forward-mounted gas shocks, a tucked-in high pipe and a sizzling-hot six-speed engine breathing through a case reed combination intake. It is by far the most radical, and *workable*, 125 on the track. Its record in national and international competition shouts blaring testimony to that fact.

In the meantime Honda has continued to produce its original CR125 Elsinore for sale to the racing public. The bike, since its introduction in 1973, has been left virtually unchanged. The 1976 Elsinore, the CR125M2, is a vastly *improved* motorcycle, but still nothing more than the good Honda speed shops were putting out three years ago.

Meanwhile Suzuki is turning out 125cc chrome moly creations with super-fast case reed engines, high pipes, low frames, forward gas laydown shocks and heavy-duty forks. Yamaha has a new "X" version of their YZ125C in

production with a dialed-in reed valve and high pipe that fries tires, and a monoshock/air fork combo that is at least innovative and an attempt at advancing the state of the art. Even Kawasaki holds onto their potent rotary valve power-

You must ride the bike like an expert.



If looks could win races. . .

plant in hopes of developing a good chassis to put it in.

What was good in 1973, however, may not cut it in 1976. It's a shaky commentary when Honda expects their customers to compete against the new rush of equipo-primo merchandise with nothing more than a hopped-up Elsinore. Like we predicted in our test of the 1975 Elsinore (MXA, October 1975), Honda is falling behind the times.

But, you say, hasn't the CR125 been the mainstay of 125cc racing since Day One? Didn't it take the second two positions behind Marty Smith's factory RC in the 1973 Nationals and dominate the top ten both years? Hasn't the Honda *ruled* 125cc motocross in this country since its birth? You betcha, but it may be all over now, Baby Red.

Why has Honda fallen behind in this aspect of their progress? A big Japanese company like Honda, with its beautifully orchestrated flows of working energy, products of a wonderfully close, almost family-like interrelationship among its workers, should move forward on all fronts, even one as insignificant as its motocross development and production program. Maybe their energies were spent on the new 750 automatic street bike, or their new moped, or perhaps their four-wheel Odyssey play cart

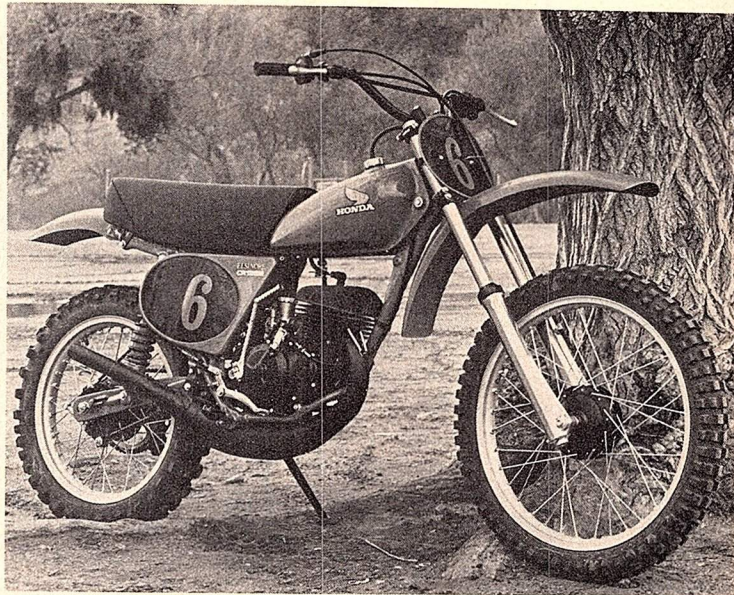
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race test

HONDA

CR125M2

ELSINORE



TMs have become RMs and YZs have evolved into YZCs, but the Elsinore is still an Elsinore



This shop-prepared M2 from Miller Mano is terrorizing Southern California CMC Intermediate races.

experiment. In any event, the Elsinore has dropped from the top of the heap.

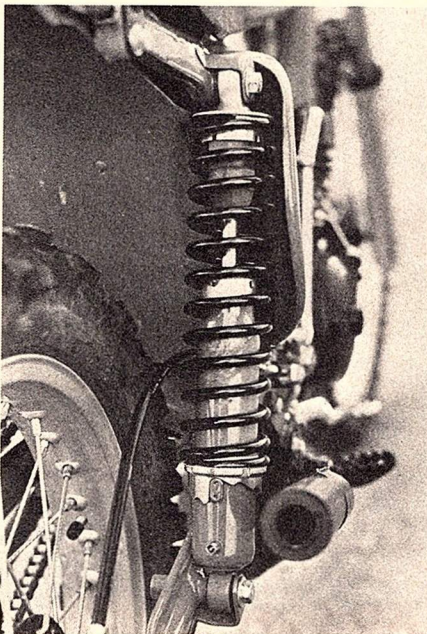
It's not so much that Honda has gone backwards, it's more like all the other factories have moved ahead. TMs have become RMs and YZs have evolved into YZCs, but the Elsinore is still an Elsinore.

That doesn't mean that all Honda riders are now going to be blown into the bushes. Even the lowliest squid knows that it's not the bike that wins the race; it's the rider, and a good rider will win on an Elsie. Its six-speed engine is remarkably quick for a normally aspirated unit. This year it has even more power. The problem is that the power peak happens very high in the rev range and the progression up to that peak is erratic. Make a miscalculated shift or go for the gas at the wrong time and you're absolutely nowhere. But the artful motocrosser isn't supposed to miss shifts or hit the gas at the wrong time, right? Well, the answer to that is another question: How many of us can sustain or even reach perfection in the long moto?

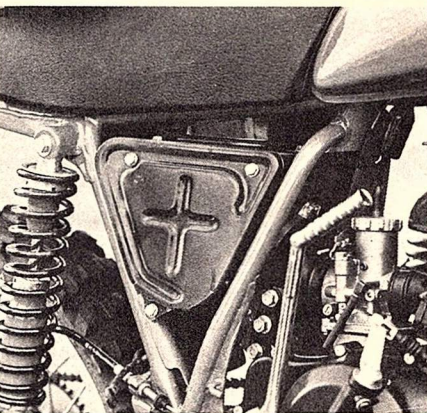
Going toot in root with the strong but peaky powerplant is the problem of traction, or rather the lack of it. To get the bite needed to put all that power to use, the rider has to be in position and driving when the engine peaks. Let him slip concentration for an instant and all the power gets burned up by wheelspin. Getting around the track quickly and consistently, therefore, requires expert throttle control, liberal use of the shifter and a lightning-quick hand to fan the clutch lever. These are all the rider's techniques for staying in the powerband and in order to make the Honda go, you have to keep it buzzing. The early Elsinore was much easier to ride because of a strong midrange response that was usually right there anytime you hit the throttle, but it lacked the hot top end needed for today's competition. Now this latest version resists harmony with the new rider. Even our expert test riders felt uneasy with the new bike until they developed the practiced hand

needed to keep the popper perking.

As is the order of things, the M2's handling reflects the design and engineering of its creation. The frame is lean, but light. You can't build a sub-200-pound motorcycle with a tractor frame. Its fork stanchions are now 5mm thicker than last year. The previous units were easily bent in competition so weight and strength had to be added, but the front end still reacts quickly to command. So, in pursuit of lightness and quickness the M2 loses a degree of smoothness. The slender struts that comprise the Elsie chassis give way their rigidity



New Honda gas shocks, which don't work so hot on the 250, are acceptable for the 125. Doodads at the top of the piston rod are made of spongy stuff and keep the shocks from bottoming.



New air box feeds the 30mm Keihin carb. An optional air cleaner duct for off-road riding comes with the bike.

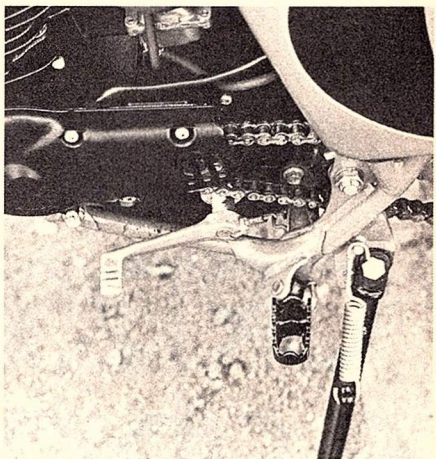
under the stress of ground-pounding competition. In a word, the CR125 is *loose*.

At speed over rough ground, the chassis works up a kind of cadence. It at times feels radical, but it won't kill you. Unlike some lightweight 125s, you can hang the Elsie *way* out and still get it back. Riding an Elsie is like riding in a tube about three feet wider than the bike. The bike jumps around from side to side but always stays contained within that tube. It's like being guided by the spirits of your ancestors.

Take confidence from those



Fork stanchions are 5mm thicker this year and a redesigned hub keeps the spokes tight longer.



Footpegs are more securely attached to the frame. Peaky powerplant requires liberal use of the shifter.

HONDA CR125M2 ELSINORE

With forward mounted shocks, the subframe gets a bob job. New seat is higher, firmer and just right for peg position.



The Elsinore may have been around for a long time, but it still works.



spirits and ride the bike mindless to the oscillations coming from below. Dial into its cadence. Tune your natural rhythms into harmony with the motions of the machine and you'll be surprised how fast you can go. The only trouble is, you end up looking a little berserko.

Even when Marty Smith was riding a stock Elsinore it always seemed the bike was wanting to go sideways as much as he was wanting it to go forward. But yet it always seemed to bounce to the correct side when pitched into a turn, a quality in no small way

bestowed upon it by its rider, but nonetheless a quality open to discovery by anyone. The rule to keep in mind while riding the M2 is not to fight it. Flow with it.

Even with its few demerits, the CR125M2 gets the award for the most improved, though unchanged, design in 1976. The rear shocks have finally been moved forward. Footpeg mounts have been rebraced for more strength. Fork stanchions have been beefed up to 35mm in diameter. The front hub has been redesigned to hold the spokes in adjustment longer. Power modifications have been made to the ports and pipe. The Keihin carb is now 30mm at the venturi. The crank, rod, piston and piston pin have been redesigned for better performance and increased reliability. New transmission parts will hopefully bring about an end to the disappearing third gear trick. The fenders are wider, the seat has more padding and it even has a spark arrestor thrown in for the woodsie people. Plus each bike now comes complete with a real air box to keep the crud out. All these improvements will no doubt cause more confusion in parts departments across the land, but hopefully make for happier Honda owners.

And, of course, they painted it red. If looks could win races, the Honda would win them all.

One thing is for sure: The Honda people have the art of putting a bike together, *down*. Each CR125M2 is a perfect execution of a design concept carried to its logical extreme. From the mystic visualization formed within the mind of its creator to the screaming amalgamation of parts and assemblies you pitch sideways into soft dirt with blind faith, the Elsinore never lost the perfection born of a vision and shaped by craftsmen who shared the vision.

Look at the CR125. Take a long, relaxed, objective study of the bike, a really sano one up on a centerstand. Forget all your prejudices about brands. Forget about who rides what or what you ride now or what your friend rides. If you're in a Honda showroom, try to forget the obnoxious fellow asking if he can show you something. Forget, even, that the bike is a Honda. Just look at the bike.

Continued

Gaze at it with your mind clear and all your senses open like mousetraps. Feel the vibrations. Look at it for a long, long time.


Looks good, doesn't it. Everything seems to look right, right? All the angles at which the lines of the bike meet the forces of the earth seem right in your mind's eye. You can visualize yourself really working out on this machine. You can tell just by the way it sits that it's a good bike. Do you know why? Because it is. Everything *is* right. Within each of us is the heart of the artist and the soul of the engineer. It is this spirit which approves.

Now get on the bike. Feel it. Feel where it touches your hands, feet, knees and loins. Feel the energy flow and how you're connected into it. Now ride the bike. Do it right. Go in the morning to a place that's really good. When you ride, go for it. Get your pace up. Build your speed. Develop your rhythm. Turn the engine all the way up, 10,000 r's, and *dance* on that shift lever. Get over the handlebars, crouch low on the bike and get your body into passing gear. Work out the boss lines and let the bike do what it was designed to do.

Goes fast, doesn't it. Handles good, doesn't it. Feels like it really works, right? Do you know why? Because it does. Within each of us is a Marty Smith waiting to be

released. When you get your pace up and you really start jammin' like that and get that going-fast feeling, it's the Marty Smith in you stirring. It is this spirit which approves.

As you can see, there is more than one side to the character of this latest Elsinore update from Honda. Even though the basic design of the CR125 hasn't kept pace with recent sweeping changes from Japan, it's still a design that works. Maybe it's too skinny to be a smooth riding bike, but it's light and quick. Its low mounted pipe may be too vulnerable to power-robbing dings, but you're not supposed to ding the pipe. The bike wasn't designed to be crashed. If it's too pipey to be effective when it gets under the powerband, don't let it get under the powerband. Ride it like an expert, wide open all the time. Isn't that the way you're supposed to do it? There's a comeback for each put-down and a plug for every suspected leak. Even under a shower of badmouth, objective evaluation of the M2's performance can only lend support to the claim that, although the CR125 no longer reigns supreme, it still commands great respect within its class.

Besides, there's still the answer for which there is no question: Wait till next year. 

SPECIFICATIONS

Make Honda
Model CR125M2
Country of Manufacture Japan
Retail Price \$905

ENGINE

Type Air-cooled, two-stroke
Bore & Stroke 56x50mm
Displacement 123cc
Compression Ratio 7.5:1
Cylinder:

Six-port w/eyebrowed exhaust
Carburetion 30mm, Keihin
Ignition N/A
Lubrication:

Pre-mix (we used Bel-Ray 40:1)
Air Filter Oiled foam

TRANSMISSION

Type Six-speed, constant mesh
Ratios:

2.133, 1.611, 1.300, 1.091, 0.958,
0.880

Primary 4.000

Ratio 3.786 14/53

Drive Chain D.I.D 428

SUSPENSION

Front Spring/oil hydraulic

Rear Air/oil, rebuildable

Travel 7.5 front, 6.5 rear

DIMENSIONS

Wheelbase 55 1/2 inches

Weight Bias 44/56

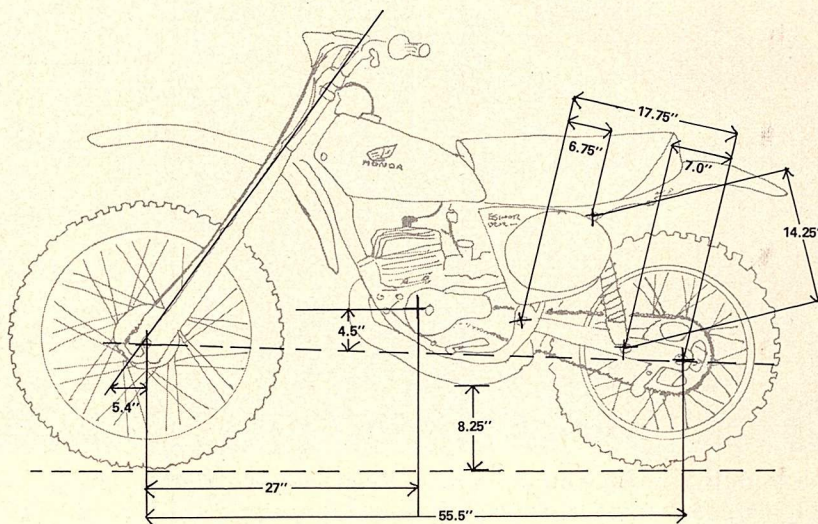
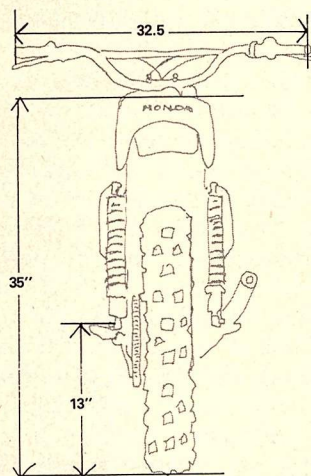
Track Weight 203 pounds w/ gas

CAPACITIES

Fuel 1.8 gallons

Transmission 1.1 quarts

Forks 6.1 ounces



HONDA CR125M2 ELSINORE



winter-ama series '76

The finish of the first moto at St. Petersburg was a real thriller as Kawasaki's Gary Semics took the checkered just ten feet ahead of teammate Weinert and Tony D.



THE NATIONAL WARM-UPS

A new shoe and a young veteran tear up the Florida sand

By Jim Gianatsis

The 6th Annual Florida Winter-AMA Professional Motocross Series saw 1976 as its hottest contested year ever. With the exception of Honda, all the major factory teams made the yearly trek to Florida which marks the opening of the racing season. The tough energy-sapping and bike-destroying sand tracks are the most difficult in the country, and have a way of preparing new bikes and out-of-shape riders for the upcoming season better than any practice sessions at home ever could.

Among the factory teams contesting this year's Series was Yamaha, who appeared at the opening round at Jacksonville with an entirely new team composed of rookie riders. They were west coast hotshoes Bob Hannah and Rick Burgett, who were signed for their possible future potential. A third member of the team, Danny Turner, was unable to make the Series because of a broken elbow.

Suzuki returned to Florida with National 250cc Champion Tony DiStefano and two new riders, ex-Maico rider Steve Stackable and another young west coast rider, Danny LaPorte. Billy Grossi still remained out of action with a healing broken leg.

Can-Am was in full force with regulars Jimmy Ellis, Mike Runyard and Buck Murphy. Rex Staten spearheaded Harley-Davidson's first serious effort in motocross. Kent Howerton and Terry Clark once again made up Team Husky. Three-time National Champion Gary Jones finally began doing well on the new Jones-Islo. Maico was represented by John Savitski and Barry Higgins.

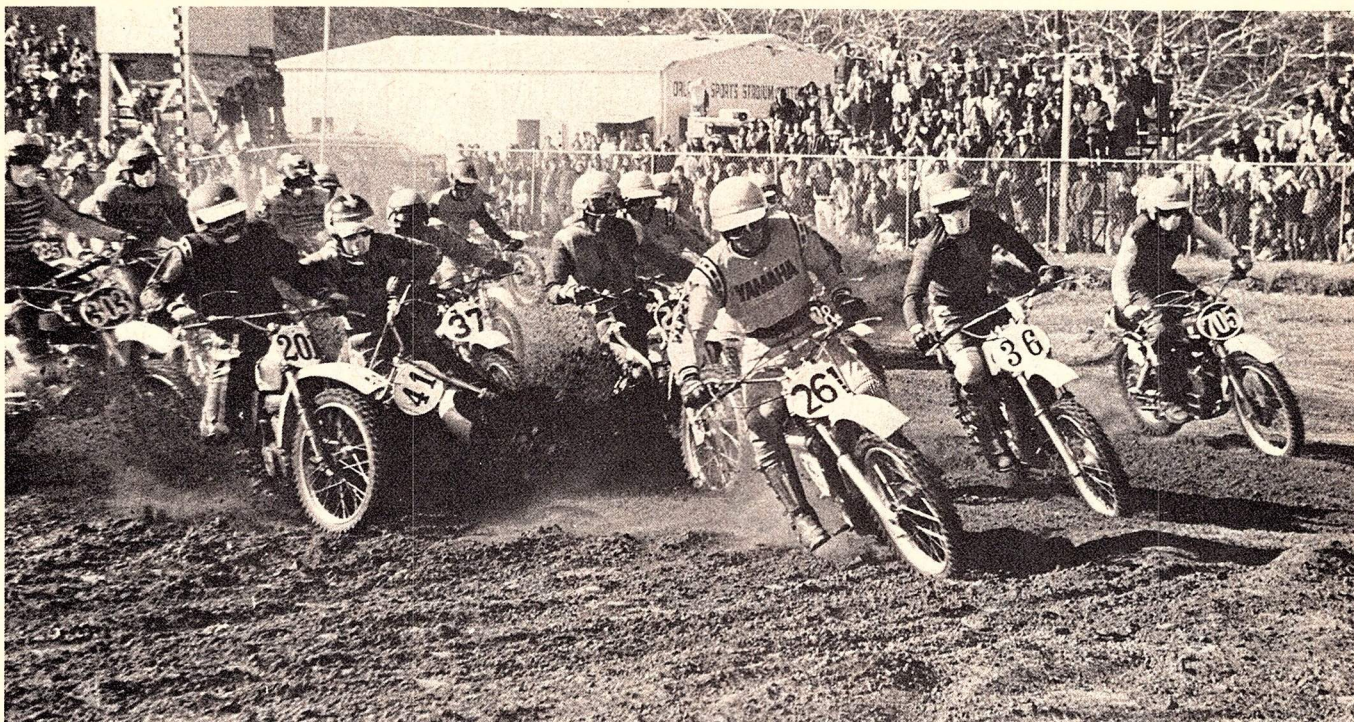
Semi-supported factory riders included Don Kudalski riding a Honda Elsinore and Gary Chaplin on an RM Suzuki.

Team Kawasaki, composed of National 500cc Champion Jimmy Weinert, along with Gary Semics, joined the Series for the final two races because their new 250cc works bikes were late in arriving from Japan. Both Weinert and Semics went extremely fast on the new bikes and took moto wins at each of the races, but were unable to put together two consistent motos to carry off an overall win.

The Florida Series consisted of five weeks of racing in two classes: 250cc and 500cc Professional. The racing

Continued

Rick Burgett(261) takes the lead and Tony Wynn(41) bites the Orlando sand during the second moto start.



Team Kawasaki joined the Florida Series at St. Petersburg with new bikes. Gary Semics took the new KX250 to a first moto win.



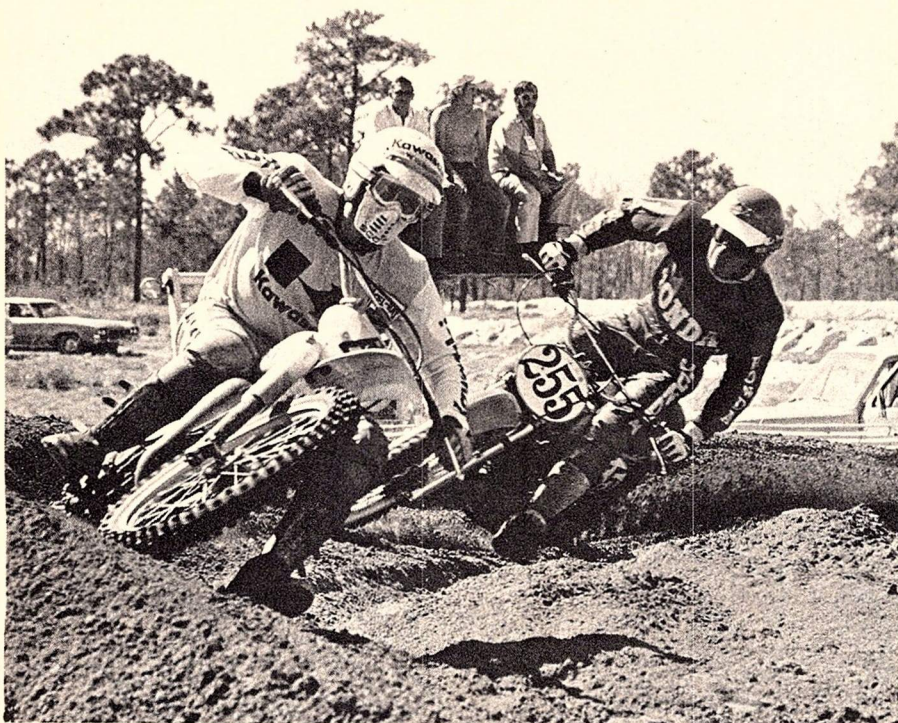
The final Open moto at Cocoa Beach saw Stackable run away with the lead as Hannah slowed to let teammate Rick Burgett pass him. If Rick finished second in the moto, Team Yamaha would place 1,2 in the Series final standings. The only problem was Florida's Monte McCoy(241), who passed Rick, who was slowing because of sickness from food poisoning. Steve Stackable picked up enough points to take the second overall points for the Series in the Open class.

winter-ama series '76

in each was almost unbelievable as each class evolved into a five-week duel between a number of riders for the overall win each week. Both of the class championships went right down to the final motos of the final

race at Diamondback Recreational Park in Cocoa Beach.

When it was all over, Suzuki's boy wonder Tony DiStefano had aced out Jimmy Ellis for the 250cc title. Tony D. rode flawlessly to win four



Honda's Don Kudalski and Weinert jammin' a berm at Cocoa Beach. "Killer" Kudalski ran fast on the stock CR250 Elsinore until he either crashed, broke or both.

of the five races in the Series with his Keith McCarty prepared RH works bike. The one race which Tony didn't win was Orlando. A small particle of grass clogged the main jet in the carburetor of his bike and caused the engine to seize. With

Continued



Tony D. and Keith McCarty had only one breakdown during the Series when a piece of grass clogged the main jet on the RH250, causing the engine to run lean and seize.

Danny LaPorte(352) pulled the lead for the second 250 moto at Cocoa Beach and held off teammate Tony D. and Ellis for about eight laps before crashing in the whoopdies. Tony clipped him, and Ellis hit him solid, bringing himself down also. Tony went on to win the second moto of the day and the Series title.

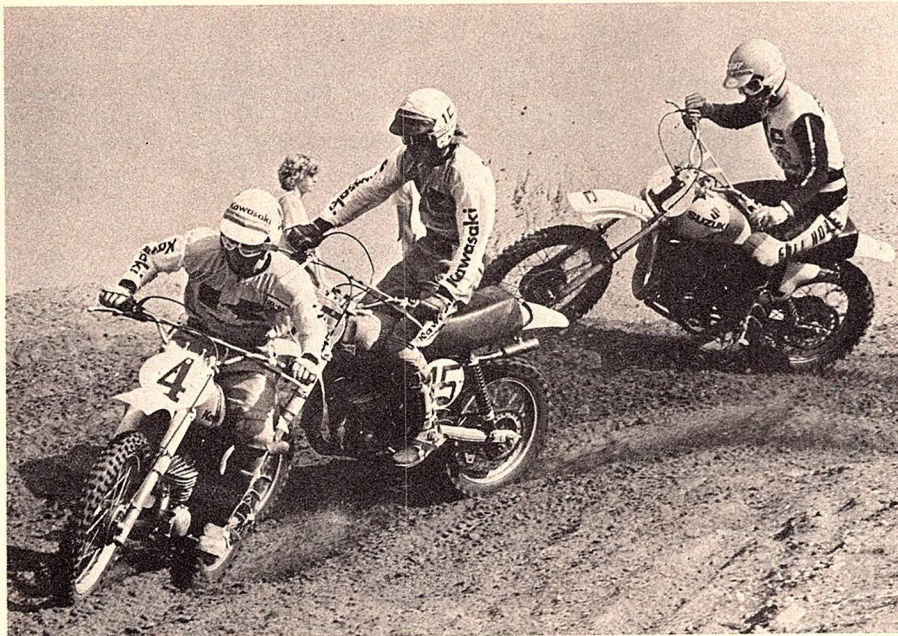


Once in a while, during the Series, Tony D. would let Ellis and Staten win a moto, but usually they had to battle over second place behind Tony as here at St. Petersburg.



Weinert, Semics and DiStefano fight for space at the top of a man-made hill at Cocoa Beach. "Jammin'" Jimmy won the first moto ahead of Tony D. but ran out of steam in the second to finish 11th for the day.

winter-ama series '76



Tony broken down, Jimmy Ellis was allowed to post his one win of the Series.

In addition, Tony D.'s effort, combined with the other members of Team Suzuki, Danny LaPorte, Steve Stackable, plus mechanics Brian Lunnis and Bernie Thompson, helped Suzuki to once again win the Bel-Ray Manufacturer's Cup. Since this was Team Suzuki's third straight year of winning the Bel-Ray Cup, the trophy has been permanently retired.

Despite taking the overall win at every race in the Series, Bob Hannah wasn't assured of taking the Series



Maico's Barry Higgins ran strong in the Open class when his bike wasn't throwing chains.



Jim Turner holds off Mike Runyard's Can-Am at St. Pete. Turner will be racing for Suzuki of Canada later this year on one of their works bikes.

win in the 500cc class with his Bill Butchka tuned 400cc OW 26 works Yamaha until the final race at Cocoa Beach. Every event had been a three-way battle between Bob, teammate Rick Burgett and Suzuki's Steve Stackable. Burgett would usually lead early in the motos before crashing, leaving Hannah and Stackable to battle the rest of the way to the checkered flag. The fact that Hannah's berserko riding style completely conflicted with the smooth, precise style of Stackable brought about a lot of handlebar banging that saw lead changes happen as often as four times a lap and moto wins not more than a fender length apart.

The 1976 Florida Winter-AMA Series was planned by the factory teams to serve as a preliminary warm-up and sorting out for the upcoming Super Series and AMA Nationals. By the time it was over, though, it had proven to be one of the most exciting and competitive Series in AMA Professional motocross.

Continued

winter-ama series '76

RESULTS

ORLANDO, FEB. 8

250cc

1. Tony DiStefano (1,1) Suzuki
2. Jimmy Ellis (2,4) Can-Am
3. Jim Turner (6,5) Suzuki
4. John Savitski (5,6) Maico
5. Gary Jones (4,9) Jones-Islo

500cc

1. Bob Hannah (2,2) Yamaha
2. Rick Burgett (1,3) Yamaha
3. Steve Stackable (4,1) Suzuki
4. Terry Clark (3,5) Husqvarna
5. Bob Harris (8,7) CZ

250cc

1. Jimmy Ellis (3,1) Can-Am
2. Mickey Kessler (2,2) Yamaha
3. Rex Staten (1,4) Harley-Davidson
4. Danny LaPorte (6,5) Suzuki
5. Mike Runyard (8,6) Can-Am

500cc

1. Bob Hannah (1,1) Yamaha
2. Steve Stackable (3,2) Suzuki
3. Rick Burgett (2,3) Yamaha
4. Barry Higgins (6,4) Maico
5. Gary Chaplin (4,8) Suzuki

GAINESVILLE, FEB. 15

250cc

1. Tony DiStefano (1,1) Suzuki
2. Kent Howerton (2,3) Husqvarna
3. Jimmy Ellis (4,2) Can-Am
4. Mike Runyard (3,4) Can-Am
5. Sonny DeFeo (9,8) Yamaha

500cc

1. Bob Hannah (1,1) Yamaha
2. Steve Stackable (2,2) Suzuki
3. Rick Burgett (3,3) Yamaha
4. Monte McCoy (4,5) Suzuki
5. John Ayers (8,6) Maico

ST. PETERSBURG, FEB. 22

250cc

1. Tony DiStefano (2,1) Suzuki
2. Jimmy Weinert (3,3) Kawasaki
3. Jimmy Ellis (5,2) Can-Am
4. Gary Semics (1,6) Kawasaki
5. Rex Staten (4,5) Harley-Davidson

500cc

1. Bob Hannah (2,1) Yamaha
2. Steve Stackable (1,3) Suzuki
3. Rick Burgett (4,2) Yamaha
4. Bob Harris (6,4) CZ
5. Monte McCoy (5,5) Suzuki

COCOA BEACH, FEB. 29

250cc

1. Tony DiStefano (2,1) Suzuki
2. Danny LaPorte (7,2) Suzuki
3. Rex Staten (5,4) Harley-Davidson
4. Mike Runyard (4,6) Can-Am
5. Jimmy Ellis (3,7) Can-Am

500cc

1. Bob Hannah (2,2) Yamaha
2. Monte McCoy (3,3) Suzuki
3. Steve Stackable (7,1) Suzuki
4. Gary Chaplin (4,4) Suzuki
5. Rick Burgett (1,7) Yamaha

OVERALL SERIES RESULTS

250cc

1. Tony DiStefano (Suzuki) 214
2. Jimmy Ellis (Can-Am) 197
3. Rex Staten (Harley-Davidson) 145
4. Mike Runyard (Can-Am) 139
5. Arlo Englund (Kawasaki) 128

500cc

1. Bob Hannah (Yamaha) 235
2. Steve Stackable (Suzuki) 213
3. Rick Burgett (Yamaha) 206
4. Monte McCoy (Suzuki) 140
5. Gary Chaplin (Suzuki) 135

127

NEW!
STRONGER!

WISECO'S
FMX.
FORGED
FOR
RACING.

Designed to provide the best possible path for combustion chamber heat transfer to the cylinder walls.

Top "L" Super-Strength ductile iron moly-faced ring is strong and lightweight, to overcome the tendency of flutter at high rpms. It's thin in cross-section for excellent gas pressure loading and outstanding seal.

Dense vertical grain structure assures greater operating strength at high temperatures.

Lower, moly-faced ductile iron, low tension SuperStrength ring provides an excellent seal, and reacts quickly to combustion pressure to reduce blow-by and to increase power.

Forged from high silicone alloy for minimum expansion, greater piston skirt control and maximum power.

Special ground finish reduces drag and further increases piston life.

Elliptically designed to provide a more uniform bearing surface under piston heat expansion. This eliminates localized pressure and distributes thrust loads more evenly, thereby preventing piston collapse.

Quality forged from extruded bar stock to provide dense grain flow without adding weight. The "FMX" is the strongest, lightest piston available.

Wiseco Piston, Inc.
7223 Industrial Park Boulevard
Mentor, Ohio 44060
The Switch Is On — To WISECO
Send for Latest Piston Brochure — Free

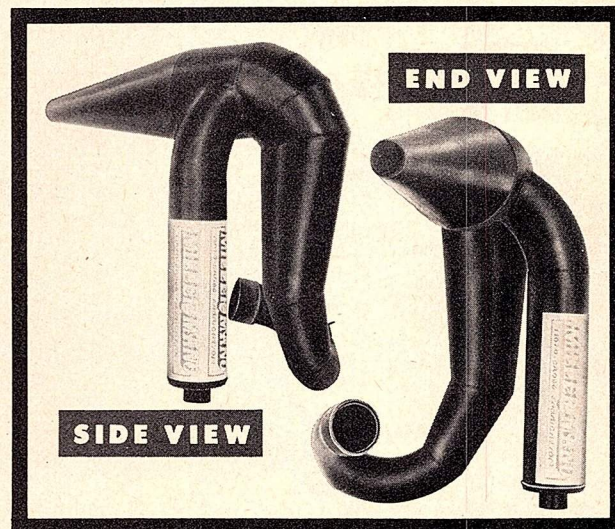
Make your bike sano...with parts from Miller Mano!

NEW! original!
DIFFERENT! Super new!
STRONG! quiet!
EFFICIENT! **EXCLUSIVE!**

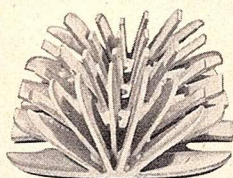
Miller Mano again leads the way with this exciting new concept in pipe design. After months of engineering design and actual race testing, we now offer this revolutionary new pipe to the serious racer. It is fully guaranteed to improve the riding range, increase horsepower and torque of any bike on any track. Available for most popular bikes.

Complete with mounting hardware\$74.95
 (Specify bike, size, model and year.)

The "AFTERBURNER"



THE ONLY PIPE WITH A MONEY BACK GUARANTEE!



PORCUPINE HEADS

The original porcupine head, designed for the competitive racer who needs the ultimate in cooling during an entire race. Actual tests have shown that this design will cool up to 90% better than most stock heads. All heads are standard with "special" combustion chamber. Weighs 2 3/4 lbs.

No. 001 ... YZ-80.....\$44.95	No. 029 ... YZ-100.....\$49.95
No. 038 ... YZC-125.....\$49.95	No. 093 ... TM-125.....\$49.95
No. 074 ... CR-125.....\$49.95	No. 101 ... KX-125.....\$49.95
No. 074-1... CR-100.....\$49.95	No. 028 ... LTI-100.....\$49.95
No. 090 ... RM-125.....\$49.95	

CAN-AM "WORKS" PIPE

New!! The all new design in a conventional "works" high pipe for the Can-Am bikes.

No. 048 ... Can-Am "Works" Pipe for 125cc.....\$84.95
No. 049 ... Can-Am "Works" Pipe for 175cc.....\$84.95
No. 059 ... Can-Am "Works" Pipe for 250cc.....\$92.75
No. 013 ... XR-75 "Works" Pipe.....\$32.95
No. 012 ... YZ-C-80 "Works" Up-Pipe.....\$54.95

CR-125 LOW PIPE

Without doubt, the best Honda pipe obtainable anywhere. Race-proven. This is the hole shot type you've been looking for.

No. 070.....\$59.95

MOTO-PLAT IGNITION KIT

For maximum performance. Gives full advance for wider power, more RPM's. Once installed, it never needs adjusting! Complete with top coil, lower generator, puller, special stator plate and all hardware.

No. 006.....\$130.00

EXTERNAL FORK SPRINGS

Cures oil foaming, reduces heat and increases front end travel while improving dampening. Complete with instructions.

No. 005 ... External Fork Springs for YZ-80	\$36.50
No. 032 ... External Fork Springs for YZC-125	\$42.50
No. 052 ... External Fork Springs for YZ-250	\$42.40
No. 062 ... External Fork Springs for YZ-400	\$42.50

GIRLING GAS SHOCKS

All lengths and dampening. Spring rate from 42 to 125 lbs.

No. 100 ... Shocks complete.....	\$89.95
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MIKUNI CARBURETORS

All sizes available. Spigot type.

No. VM-28.....\$31.75	No. VM-36.....\$42.45
-----------------------	-----------------------

BRONZE SWINGARM BUSHINGS

No. 077 ... Bronze Swingarm Bushings for CR-125.....	\$ 7.95
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HEAVY DUTY CLUTCH SPRINGS

No. 071 ... Heavy Duty Clutch Springs for CR-125.....	\$ 6.95
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Special custom pipes made for any bike. Price quoted on request.

YZ Mono-shock internal modifications.....	\$43.25
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SEAT REBUILDING

Tired of having a sore ass? Send us that sagging, worn out seat and we will completely rebuild it better than new. We add 2" to height unless otherwise specified. Thicker foam for comfort, and covered with top quality naugahyde for durability. (Slight extra charge for repairing broken bases.)

No. 029 ... Seat Rebuilding.....	\$39.95
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DEALERS' INQUIRIES INVITED

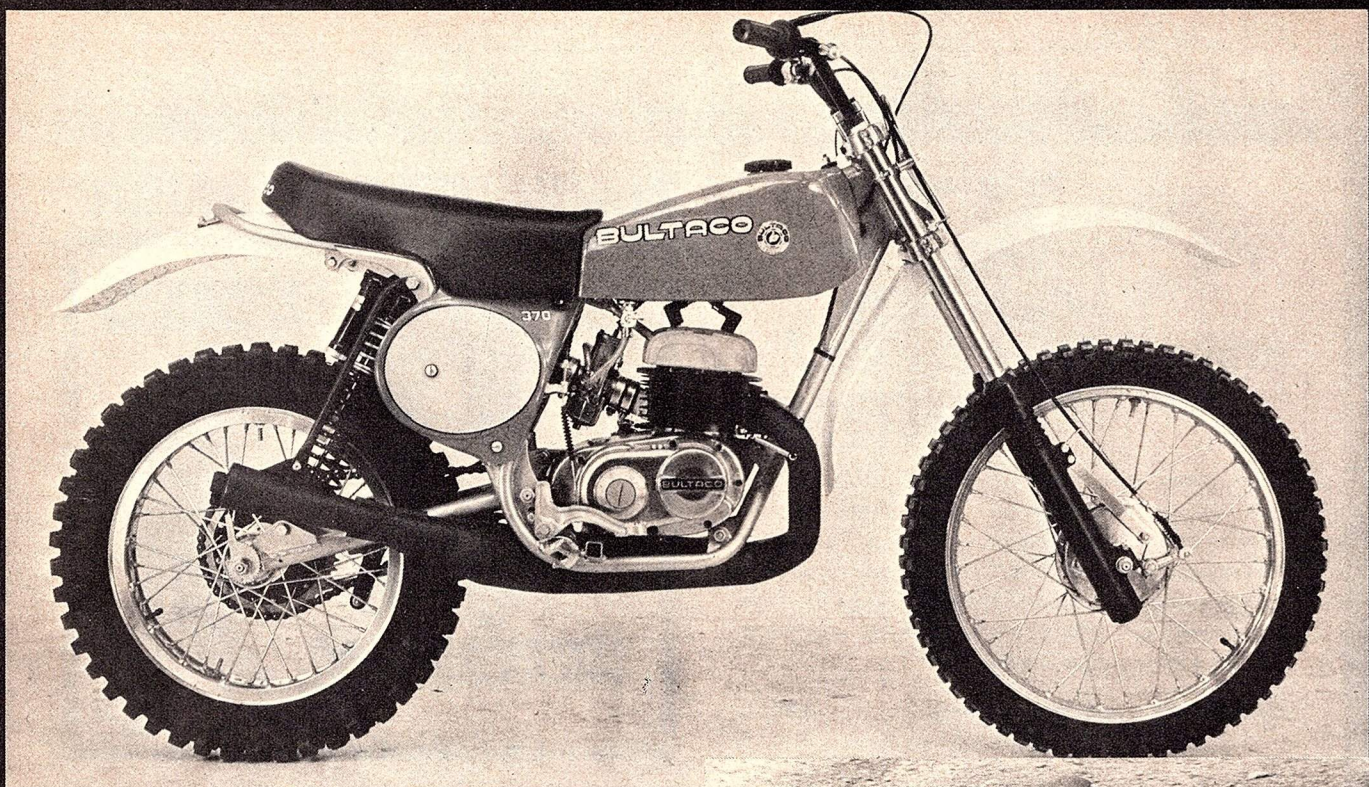
When ordering, send full address, bike year, model and size. Send check or M.O. (allow time for personal checks to clear your bank). ■ All items will be shipped U.P.S. when possible. Orders processed same day received. California residents add 6% sales tax.

Send \$2.00 for catalog and decals.

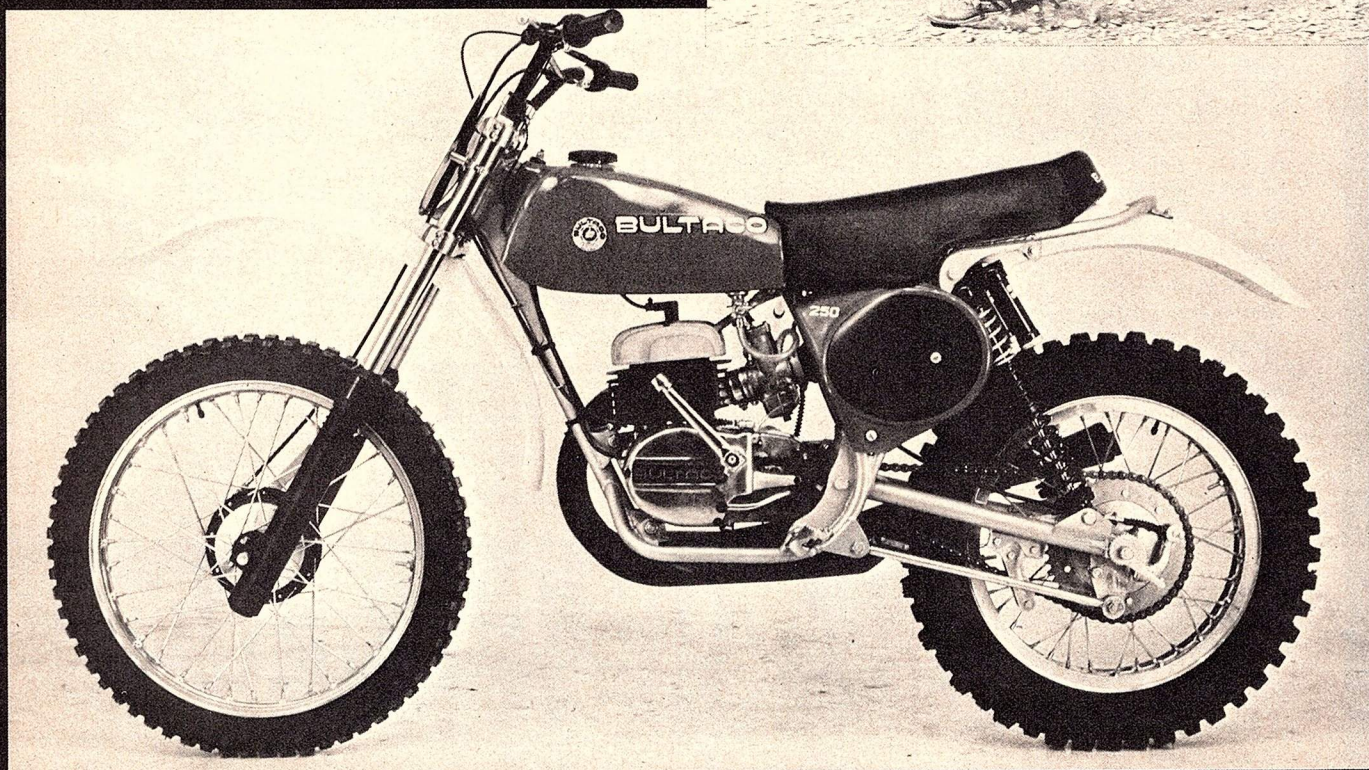
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THE NAME YOU'RE GOING TO SEE MORE OF!

230-M CRESCENT WAY ■ ANAHEIM, CALIF. 92801 ■ (714) 991-7630



The new Bultacos have to be the most advanced design ever to come out of the Spanish factory's racing program. The Pomeroy Process must be working.



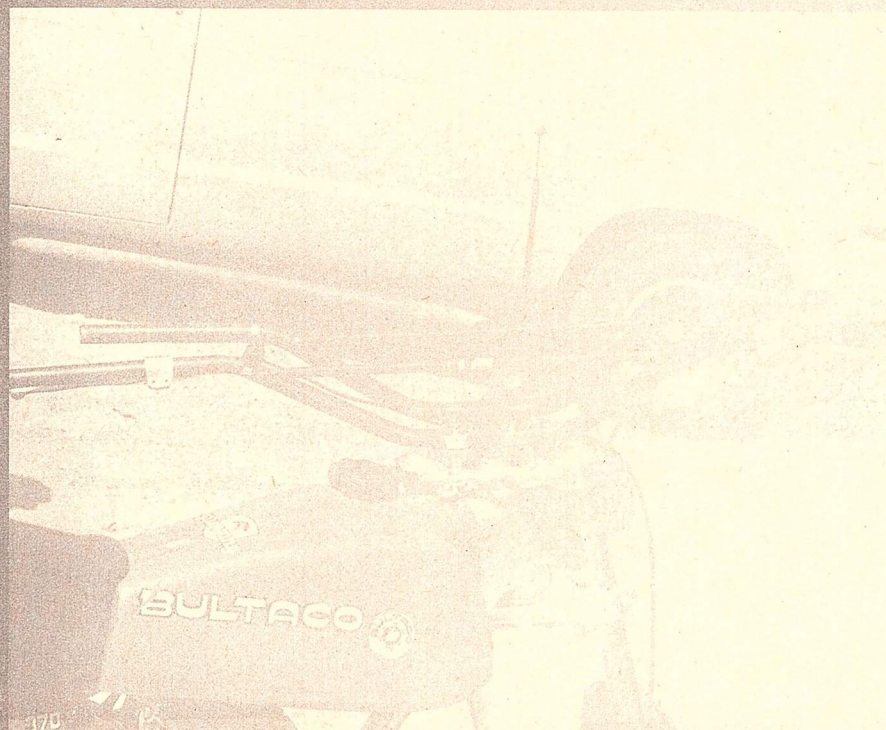
Newly designed shift lever gives you better rapport with the gears.



Long stroke gas Betors soak up rear wheel movement and offer little stress to the swingarm.



test preview BULTACO PURSANG MK9



We said last month that we would have a full report on the new Bultaco Pursangs, so here it is. Bultaco representative Mike Hanigan, along with Marty Trippes and mechanic Paul Lyons, met us at Red Bank Park near Elsinore, California, to show us the new 250 and 300-Mk 9 Pursangs, and are the best of new. It seems Bultaco has let no grass grow under their feet in the field of product update. A lot of the things that have bothered Bultaco owners for years have now been designed out of the new bikes.

The fenders are now made of unbreakable plastic. Handlebars are clamped with eight bolts to a new kind of Jim Pomeroy-style clamp. The seat is now quick detachable. The engine has new parts and the pipe has been redesigned. The forks have completely new guides that utilize solid pins with external dogs. The rear shock features a ball floating brake and a clevis tensioner keeps it locked up.

Our test impressions were favorable. We felt the new extra-long-travel forks and shocks worked great and the power was smooth and adequate. In advance of a full test later in the year, we'll let you know that the new Bultacos are going for them.

Stock bars are way too short to start with.

Continued

test preview

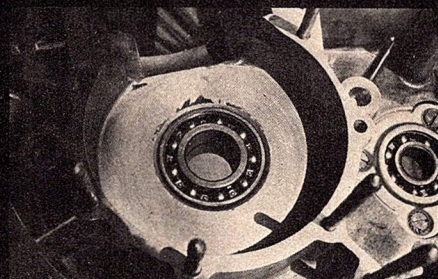
BULTACO PURSANG MK9

SPECIFICATIONS

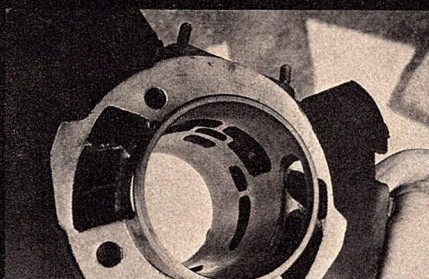
ENGINE

Type: 250
Single-cylinder, two-stroke
Bore & Stroke 72 x 60mm
Displacement 244.29cc
Compression Ratio 12:1
BHP at RPM 34.32 at 8000

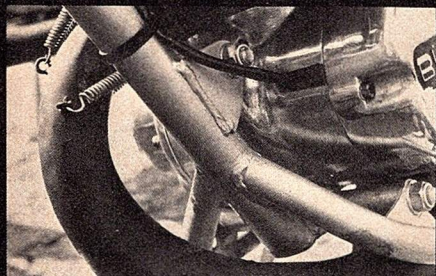
Type: 370
Single-cylinder, two-stroke
Bore & Stroke 85 x 64mm
Displacement 363.17cc
Compression Ratio 10:1
BHP at RPM 40.18 at 7500



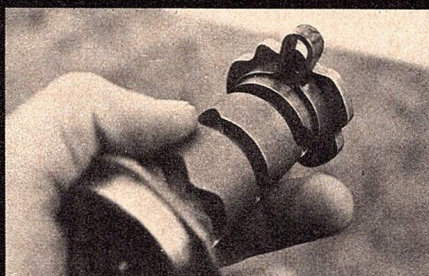
Double main bearings keep the crank cranking.



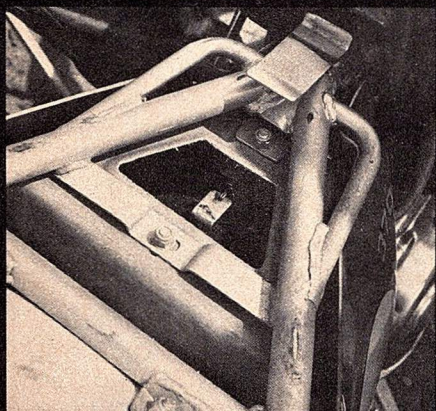
Fifth boost port and new timing add power to the Pursangs but gnarly castings at the bottom of the transfer ports bog the flow.



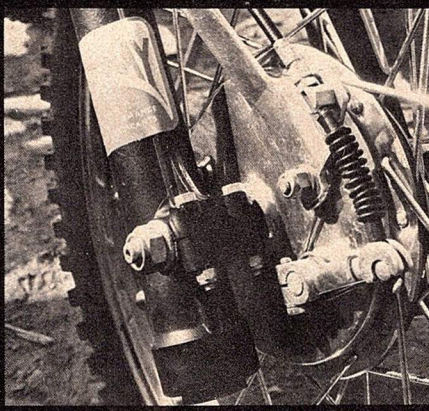
New engine mounts under the cases help locate the motor in the frame more solidly and keep engine shake and frame breakage to a minimum.



Damping ring puts enough drag on the shift drum to eliminate oversifting. Back cut engagement dogs on the gears eliminate undersifting. Each shift puts you right on the dime.



New design air box keeps water out without duct tape.



Marzocchi-style front forks provide 9.5 inches of solid travel. These Bultaco-made forks are absolutely outstanding.

CARBURETOR

Carburetor 36mm Bing (model 54)
Slide TYPE "O"
Needle Type 1 (center pos.)
Pilot Jet 35-80
Needle Jet 285
Main Jet 185

TRANSMISSION

Type Five-speed constant mesh
Primary Drive Duplex chain
ASA 2035 (52 rollers)
Primary ratio 2.375:1
Primary Oil 300cc
(250cc drain & refill)
Gearbox Ratios:
I. 0.376:1; II. 0.513:1; III. 0.670:1; IV.
0.835:1; V. 1.000:1
Gear Oil 600cc
(400cc drain & refill)

Countershaft Sprocket
Type: 250 12
Type: 370 13
Rear Sprocket
Type: 250 46
Type: 370 46
Rear Drive Ratio
Type: 250 2.833:1
Type: 370 3.538:1
Total Drive Ratio
Type: 250 9.103:1
Type: 370 8.402:1

IGNITION

Type Motoplat (electronic)
Generator
Type: 250 9600303-1
Type: 370 9600521-1
Coil
Type: 250 9620004-1
Type: 370 9620012-1
Spark Plug Qty.
Type: 250 1
Type: 370 2
Timing
Type: 250 2.7 - 2.9 BTDC
Type: 370 2.7 - 2.9 BTDC

FRONT SUSPENSION

Type Telescopic / hydraulic
Stanchion 38mm
Travel 240mm (9.45 inches)
Oil 300cc per leg

REAR SUSPENSION

Type Swingarm with double effect gas
Dampening Travel 146mm (5.75 inches)
Rear Axle Travel 205mm (8.05 inches)

WHEELS

Front 3.00 x 21 knobby (WM1)
Rear 4.50 x 18 knobby (WM2)

BRAKES

Front 140 x 30mm
Rear 140 x 30mm floating

GENERAL

Wheelbase 1410mm (55½ inches)
Seat Height 910mm (35.8 inches)
Handlebar Height/Width 1110/830mm
(43.7/32.7 inches)
Ground Clearance 280mm (11 inches)
Footrest Height 385mm (15.15 inches)
Empty Weight 98.5 kg.
(217 pounds)
Overall Length 2085mm (82 inches)
Gas Tank Capacity 8.5 liters
(2.25 gallons)



supercross series DAYTONA



Tony DiStefano, showing more and more the DeCoster influence, rode three consistent 30-minute motos to destroy the competition of the 250cc class in the inaugural event of the Super Series. DiStefano, the 19-year-old defending 250cc AMA champion, swapped wins with an inspired Jim Weinert, fresh from signing a three-year no-cut contract with Team Kawasaki, but when the deciding moto left the line it was all Tony D.

Weinert got caught in a first-turn pile-up for which he could never make up the distance. Can-Am's Jimmy Ellis edged Weinert for the overall by one point with his eighth, third and second final moto placings. The poor first moto showing by the defending Super Series Champion prevented his chance of winning unless he received some help from the front runners. Such was not the case. Less than half of the 250cc class

were able to complete all three motos on the demanding, tight, Gary Bailey designed, Daytona circuit.

Daytona's 500cc Support class was won by a spectacular Suzuki privateer, Monte McCoy. The Florida youngster, with some support from Trim Leathers, dazzled the crowds with his theatrics as he alternately led all three motos. His win came off the bad luck of a rejuvenated Rich Eierstedt of Team Honda, but was a win nevertheless. If McCoy can keep himself in one piece he's going to be someone to watch, but he's going faster than he has to in order to win. This is something learned by experience, and although he is only a year younger than Tony D, they are ages apart in riding styles. McCoy is still having his fun while Tony is taking care of business.

A big disappointment to the 35,000 estimated fans in the Daytona stands was the no-show of Marty Smith. The popular teenager and winner of MXA's ROY award had a bad case of the flu and was recuperating from a wrenched knee which occurred in a race at Saddleback Park a week prior to Daytona. Marty Tripes, the super-talented Bultaco rider and star of last year's event, had mechanicals early in the first moto which caused him to call it a day because of a lack of parts for his new Bul. He was also at a definite power disadvantage in the 250 class — especially against the Rocketship Hondas — and even Savitski's Maico blew him off, and it is considered one of the slower bikes of the Series. There was some concern with Tripes about his riding the Houston race the following week, as there was talk of Bultaco trying to solve some of their problems before continuing in the Series.

250cc — FIRST MOTO

The hairpin turn at the end of the short 50-yard start had the bright yellow Suzuki of Tony DiStefano with a slim margin over the new holeshot king of the South, Don Kudalski of Team Honda. Don was understandably nervous with his shot at stardom and the use of one of the factory RC rocketships before his hometown people. Before two laps were down Don had put a move on Tony and took the lead, only to lose it several laps later

Tony D and Jammin' Jimmy are the guys to beat in this first of a five event series

By Dick Miller



DAYTONA

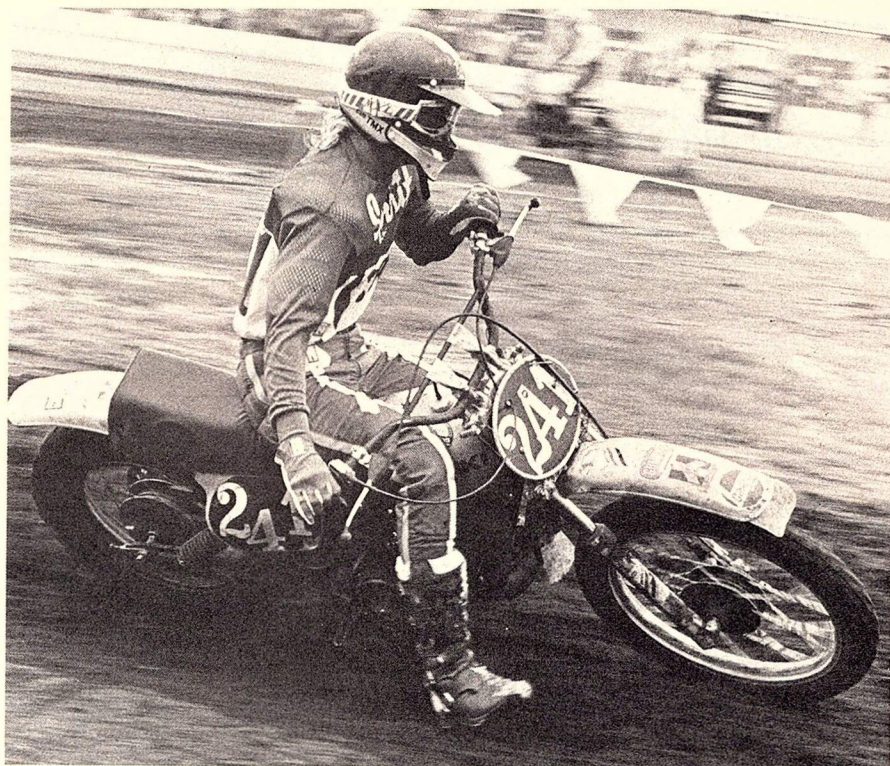
when he dropped it in one of the tight Daytona turns. Back in the middle of the pack a determined Jim Weinert was methodically working his way through the crowd. It wasn't long before he only had Pierre Karsmakers, Gary Semics and Steve Stackable to reel in for a shot at the lead. With Weinert pushing Karsmakers passed both Semics and Stackable only to be passed by Weinert shortly thereafter. In one of the short straights the strong Kawasaki of Weinert jumped ahead of Tony D.'s Suzuki and held it for the rest of the moto to take the flag for a decisive win. Tony, in a desperate move at the finish, stuffed his Suzuki into the haybales.

Tony was coming off a strong showing in the Winter-AMA Series and was a known factor, but it was felt that Weinert still wasn't in shape as he only raced the last two of the Series before Daytona. Karsmakers kept his Honda in the third spot and was followed in by Suzuki's Stackable and Kawasaki's Semics. A rare American appearance by Brad Lackey on Kent Howerton's old Trans-AMA bike saw him cross the line for an uninspiring sixth. He wasn't about to get too carried away with the day's racing, as he was jetting to Europe for the GP season the following day. Brad's GP compatriot, Jim Pomeroy, was trackside giving expert commentary for CBS's coverage of the spectacle.

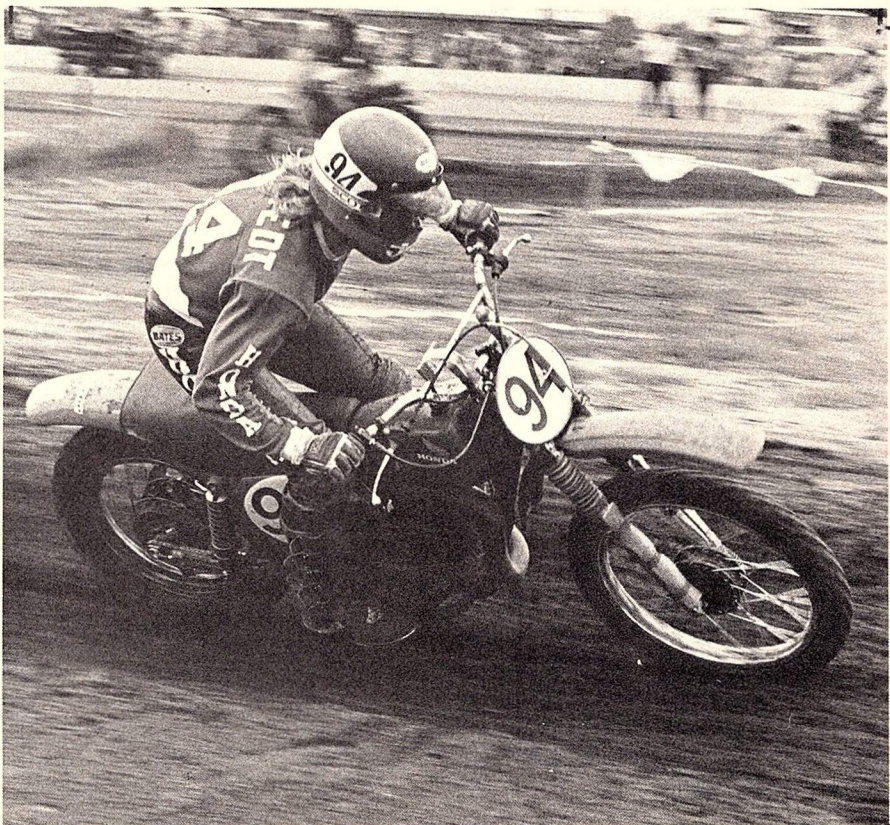
SECOND MOTO

Don Kudalski kept his reputation alive and the home fans cheering as he took the holeshot for the second moto start. This time, however, Weinert was on his rear wheel and passed Don on the next go-round. Tony was back in fourth behind Honda's Tommy Croft and Can-Am's Jimmy Ellis, who was on the gas. Once Tony got by Croft he started to push Ellis until they were both on top of Weinert. From there on it was a three-man race with each rider taking turns leading. The crowd was eating it up! Finally the strength of Tony D. took over and he stretched a several-second lead over a tiring Weinert, with Ellis holding down third. Karsmakers and Howerton filled the remaining spots in the first five.

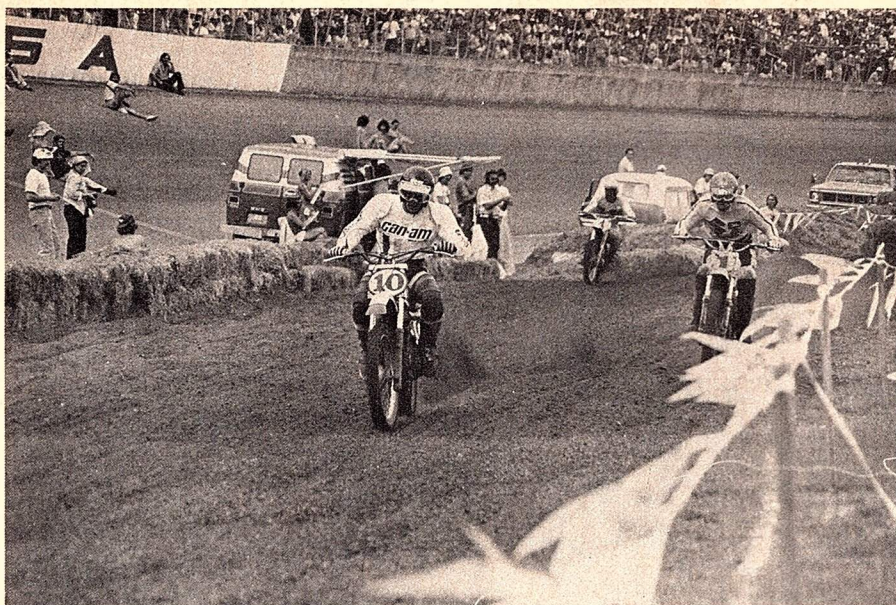
In the pits Jimmy Weinert was



Monte McCoy, Florida-born and winner of the 500 Support class with two out of three moto wins on an RM Suzuki. He just finished the Winter-AMA Series with a fourth place showing.



Rich Eierstedt rode the wheels off his very fast Honda to run away with the first 500 Support moto.



The three-way dice between Ellis, Weinert and DiStefano in the second moto had the 35,000 spectators on their feet yelling their heads off.



Poor starts and bothersome mechanical woes, plus an endo on the last lap of the last moto when his Husky jumped out of third gear while going through a double jump, made Brad Lackey wish he had spectated with Pomeroy on the sidelines.



Bob Hannah, fresh off a five straight win streak in the 500 Support class of the Winter Series, switched to the 250 class and found the competition a little stiff. His best moto was an eighth place finish and a tenth overall placing.



Tommy Croft is caught in a sandwich between the third moto battle of Ellis and DiStefano as they jump over the artificial chasm created by track designer, Professor Bailey.

whipped. Lying in Team Kawasaki's truck, he admitted to tiring at the end of the moto. Steve Johnson and Team Kawasaki's Race Manager, Tim Smith, were busy replacing the alloy "works" swingarm which had fractured behind the shock on Jim's bike. Walking through the pits found many of the top riders trying to regain enough energy for the final 30-minute moto. The course was definitely taking a toll of both bikes and riders and it was becoming a case of who would outlast whom, with Tony D. holding most of the marbles.

THIRD MOTO

The sun had been peeking out from some very ominous storm clouds all day and it was getting fairly dark prior to the start of the last moto. With both Weinert and DiStefano having one win apiece, the crowd was anxiously awaiting the confrontation. They didn't have to wait long, because as Tony shot into the lead at the start of moto three, Weinert and Stackable collided in the squash of the first turn. Weinert didn't know it at the time, but one of the shocks on the Kaw was bent from the collision and it finally ate away the seal, causing the shock to lose the oil. His rear wheel adjusters were also broken and before the moto ended the chain was derailed, relegating him to 11th at the finish.

Tony D. wasn't getting a freebie, though, because Jim Ellis was nipping at the Suzuki's rear wheel and then, as if he had been saving some extra power, the Can-Am jetted by the Suzuki for the lead. Tony kept close, but knew he only needed a second for the overall. As he cruised behind Ellis he watched the Can-Am rider overshoot a turn into some haybales. Tony had the lead again. Weinert had been charging through the pack and was now one of the front runners again, as was Don Kudalski. His midpack start had been whittled down to a first-five position, giving him a shot at third with over ten minutes to go.

Ellis, after picking himself out of the haybales, got a second wind and caught Tony again. Then, for the second time in the moto he baled off, right in front of his pit, almost hitting them as he was slammed into the ground. He

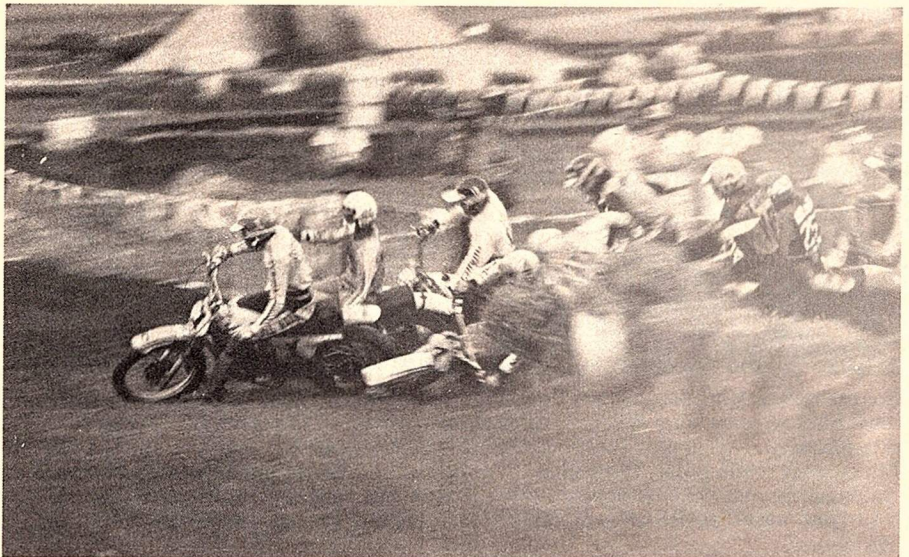
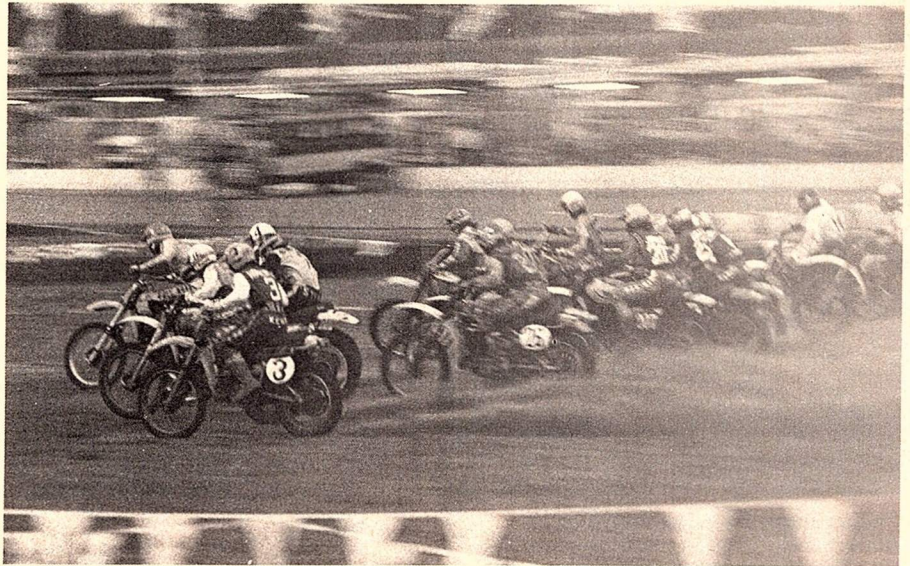
jumped up, obviously mad at himself, and remounted to finish a strong second. Mr. Consistent, Tony DiStefano, took the Keith McCarty tuned Suzuki to the checkered and the overall for the day. More important, he would carry a point lead to Houston for the second race of the five-event Supercross Series.

Kudalski was able to grab third before the flag, giving him a well-earned seventh for the day. Brad Lackey, who was having one of his better motos of the day, was spit over the bars, hard, on the next to last lap when his Husky jumped out of third in one of the tricky double jump sections. He had locked an easy third until the mishap and would be nursing a thigh with a bruise the size of a grapefruit on the long flight to Belgium.

500cc SUPPORT

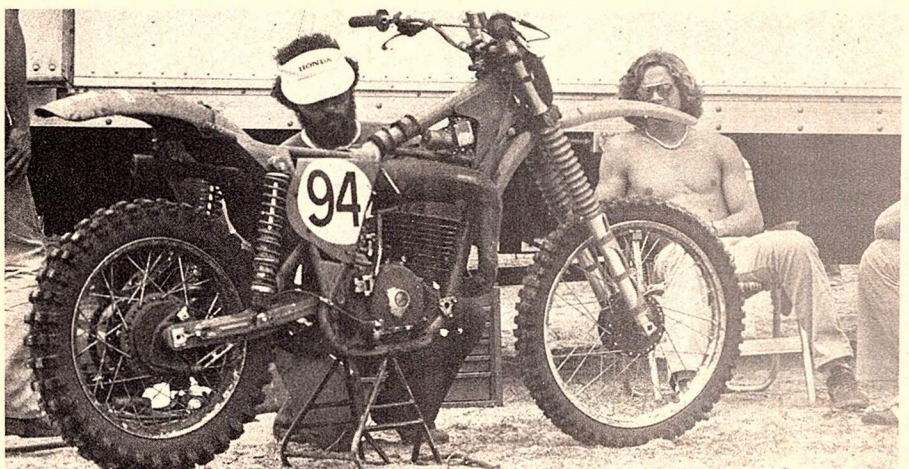
An eager Rich Eierstedt on his holeshot Honda jumped to a first moto lead with the only serious threat coming from Florida's Monte McCoy, riding a basically stock RM Suzuki. McCoy had just earned a respectable fourth in the just-completed Winter-AMA Series which was one of the highest placings for a non-factory rider. Midway through the 20-minute moto McCoy dropped it in one of the sandy turns and relinquished second to Gary Chaplin's Suzuki. They were to finish in that order with Eierstedt never looking back.

As the second moto left the line Eierstedt's Honda jumped into the lead again with McCoy right on his rear wheel. As the two jetted through the back stretch of the twisty, narrow track, McCoy passed Eierstedt at a jump which Eierstedt later said he couldn't believe. Rich said he looked over at the spectators and they had their mouths open as he headed for the next turn. Expecting to see McCoy lying on the track, he instead saw him pulling away through the next turn. McCoy was definitely enjoying the whole thing and was doing clickers and whips off the double jumps. On the long straightaway jump he would let the front wheel drop as he arced through the air drawing oohs and aahs from the crowd. As he whipped the bike to the side going over one of the double straightaway jumps while en-



Third moto start finds Tony D. in the lead, Weinert and Stack just behind, with Semics and Howerton to their left as they get set to make the hairpin. . . Ellis is in the dark helmet at the back.

. . . Weinert, Semics and Stackable go down, with Howerton in there somewhere. . . check where Ellis is now.



Say goodbye to Dennis Blanton, Honda Team Manager, shown removing Eierstedt's engine between the second

and third motos. Denny's moving to Burley, Idaho, as part-owner of a Honda dealership. Enjoy, Dennis!



Don Kudalski was hot on his first ride on a factory Honda. He wanted especially to do well in front of his hometown fans and showed flashes of



Steve is still adapting to his new mount and Daytona isn't an easy event. It still was the first time he finished ahead of Hannah in the final standings.



Tony has now won ten out of a possible 13 motos since the start of the Winter Series and is doing it with the expertise of a dedicated champion. His persistence and determination are going to be hard for his competitors to contend with.

joying a 20-second lead, he ate it. He restarted just as Rich came by again only to repass him once more. The crowd waited for the two riders to come from the back reaches of the course, but Eierstedt was missing. His Honda had eaten its rings and the race was all McCoy. Barry Higgins followed another Floridian, Dan Farley, for the second and third spots.

Eierstedt spent his time between the second and final moto heaving his guts out, which didn't do much for his chances in the last moto.

When the gate dropped for the

brilliance, especially in the last moto; after being almost dead last, from the start pileup, he finished in third at the end of the moto.



Pierre Karsmakers was caught in the third moto start pileup and could do no better than eighth, but still turned in good performances in the other motos for a fourth overall.

final 20-minute moto it was all McCoy. Gary Chaplin had his chance for a second overall go up in smoke when his RM Suzuki cases parted company relegating him to 13th for the day. Higgins' final moto placing of fifth gave him second, with CZ sponsored Bob Harris taking third overall honors.

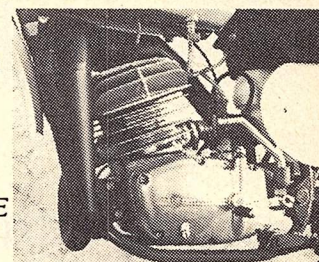
Suzuki won both classes for the day's racing, and the threat of Yamaha's hot new young riders, Bob Hannah and Rick Burgett, failed to get it together in their first major showing. Don't count them out yet! It's going to be a good year for motocross racing!

PROTOPIPE

EXHAUST SYSTEMS

"Don't
just
beat
'em,

SMOKE
'EM!"



Maybe you can't smoke the competition like **BILLY GROSSI, TERRY CLARK, TOM RAPP, or MIKE KESLER**, but we thought we'd help you try. **PROTOPIPE Exhaust Systems** has created a totally new design in expansion chambers for your motocross machine. **PROTOPIPES** are available for most motocross machines, plus our new CZ 250 & 400 high pipes that are totally out of your way and perform as well as the best down pipes.

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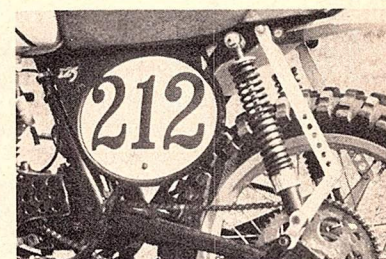
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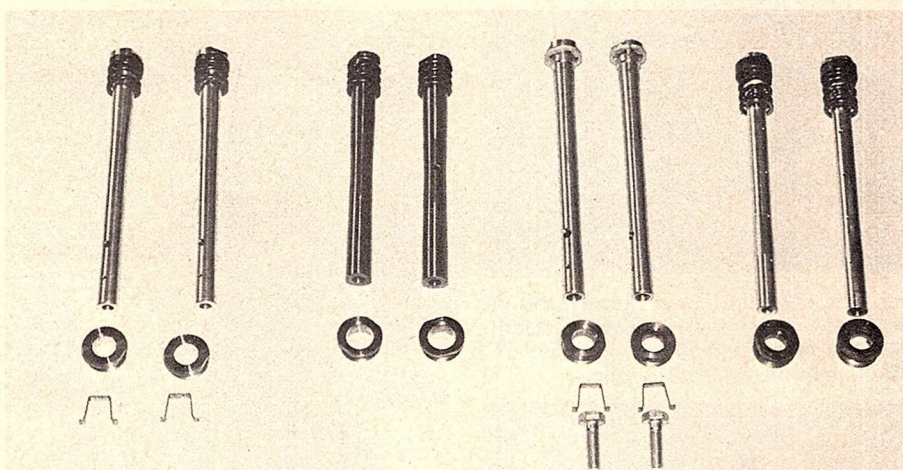
By Dick Miller

Last month we took care of your rear end, and now it's what's up front that counts.

HUSQVARNA FORK MODS

Last month's issue of MXA featured an article on rejuvenating old-style Huskys, in regard to suspension, to present-day standards. We gave you the option of a new frame designed for your pre-GP engine, or modification choices for using laydown shocks on the older frames. We also mentioned that if you decided to update your "old" Husky, there would be some fork mods needed to compensate for the increased rear end travel.

There have been two different styles of fork design on pre-GP Huskys, and for all intents and purposes we will call them the Silver leg and the Black leg types. The early, Silver leg, forks of the 1966-70 models had about six inches travel. For 1970 and after, including the introduction of the Black leg forks, the travel was raised to six and one-half inches. The Black leg forks were introduced in 1973 and were mixed into the Husky line. A few Huskys during this time had the Black leg forks but were actually the Silver type only painted over, so if your bike was bought during this changeover period you should check your parts to make sure you have the right forks before ordering the kit. One of the differences would be the fork seal size, because the Black legs used a larger diameter seal — allowing the use of double-lipped Honda units without machining the leg. The Black leg forks are the same from '73 on, until frame number ML 6000. From that number on you have GP dampening, which is what we want to update the older models to!



The Mission Hills Husky fork kits are, from left to right, the Silver fork conversion next to the stock

components it replaces, and the Black fork conversion next to the components it replaces.



Installation is reasonably simple. Remove the front wheel. Using an Allen wrench, remove the set screw, oil and fork leg. If the screw turns without loosening, have someone hold the handlebars while you simultaneously turn the set screw and compress the leg.



After removing the fork legs, take off the stanchion cap screws, and remove the springs. Unscrew the lower stanchion screws and remove the dampeners. Now is the time to think about new seals, and it's an odds-on bet that they leak. Just owning a Husky guarantees that. The Silver legs will have to be machined in order to accept Honda seals.



Using a suitable cleaner, such as Bel-Ray's contact cleaner or the equivalent, clean the threads of the lower fork tubes.



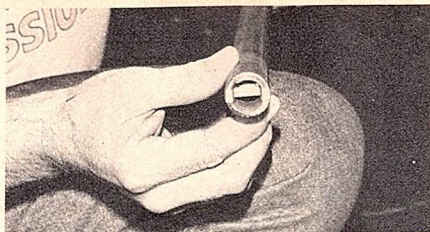
Install the lower stanchion screw over the kit dampener and use Loctite on the threads. With the stanchions still locked in place by the triple clamps, install and tighten the lower leg screws with the dampeners in place.



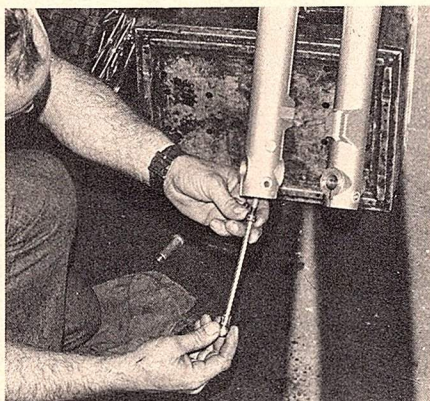
The small bracket furnished with the kit is placed at the bottom of the spring. Remember to place the closer spaced coils of a progressive fork spring at the top of the fork assembly.

By converting your Silver or Black leg forks using the Mission Hills kit, you will be getting virtually the same fork as the GP units which are being sold on the new bikes. There will be an increase in travel to seven and one-half inches with improved dampening. Dean Goldsmith, the factory wrench for Husky, has used the Mission Hills kit for building his Husqvarna Team bikes. He prefers to use the older style stanchions with the Black legs because they are stronger units and less prone to bending.

The Silver leg forks work extremely well once modified. The spring should be replaced with S&W's BMW progressive type, which uses a 15- to 22-pound winding, making sure you install it with the progressive winding (tight coils) at the top. As long as you are modifying your forks and they are of the Silver type, you should consider having the legs machined for the Honda seals. If your local shop can't do it, then Mission Hills can, for \$19.95, which includes the seals but not the postage.




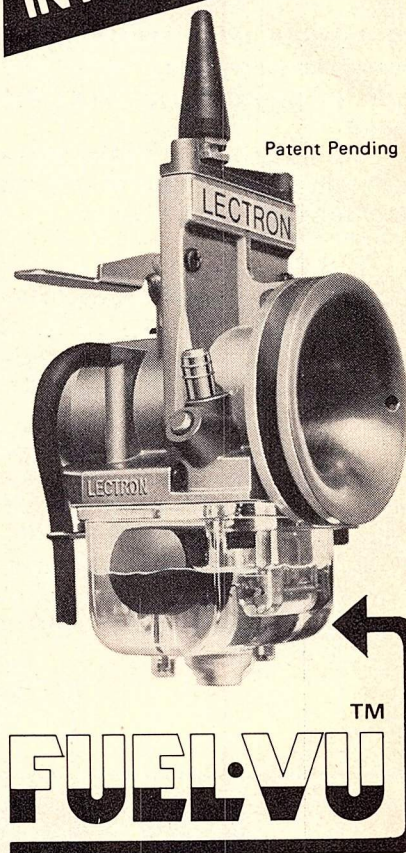
The function of the spring clip is to keep the bulk of the oil from shooting up the spring on compression, thereby helping to prevent aeration of the oil since there is then plenty for the dampener to use. Without the clip the oil has a tendency to hang on the coils of the spring and isn't returned fast enough to the dampener.



Install the lower legs using a little Loctite on the Allen screw. If the screw won't tighten use the same procedure as when loosening.

The Black leg forks can use the new stock, straight weight spring as used in the GP models. Another item to consider is the Goki air fork kit. It costs \$11.95 from Mission Hills and can be used on both the Silver and Black leg type forks. Using the Goki kit Phil recommends six and one-half ounces of oil and five pounds of air using the springs. You'll have to experiment with your air pressure if you choose not to run with the springs. Using the springs allows for a safety factor if the air leaks out during a race. The forks won't work as well, but at least you'll finish.

Either kit, Black or Silver, sells for \$44.95 plus postage from Mission Hills M/C. What you are buying is a little over an inch more travel utilizing modified, stock GP Husky components. If you have the Black forks and want to replace the old progressive spring, the new straight weight will cost an additional \$14.95. You can get more information by writing Phil Shipley at Mission Hills M/C, 8730 Sepulveda Blvd., Sepulveda, California 91343. Send one dollar and they'll send you a catalog. 



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LECTRON
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Talking with Yamaha's two new hotshoe factory riders

Yamaha made an extraordinary decision for the 1976 motocross season. The previous year's team riders were allowed to go their own separate ways, with 500cc National Champion Jimmy Weinert returning to Kawasaki with whom he had won his first National Championship in 1974. There were, perhaps, a number of reasons why Yamaha let its entire three-man

BOB:

"Stackable rides very smooth and picks smart lines, while I ride just wild, falling all over the place."

"... I had just a little more strength than he did. That's the only reason I beat him."

team of Weinert, Tim Hart and Bruce McDougal go. In their place Yamaha signed three rookie riders who were relatively unknown outside their respective hometown areas.

Bob Hannah, Rick Burgett and Danny Turner are west coast motocrossers who are certainly the epitome of the phrase "local hotshoe." Yamaha signed them up to comprise their 1976 racing team in a move that seemed almost

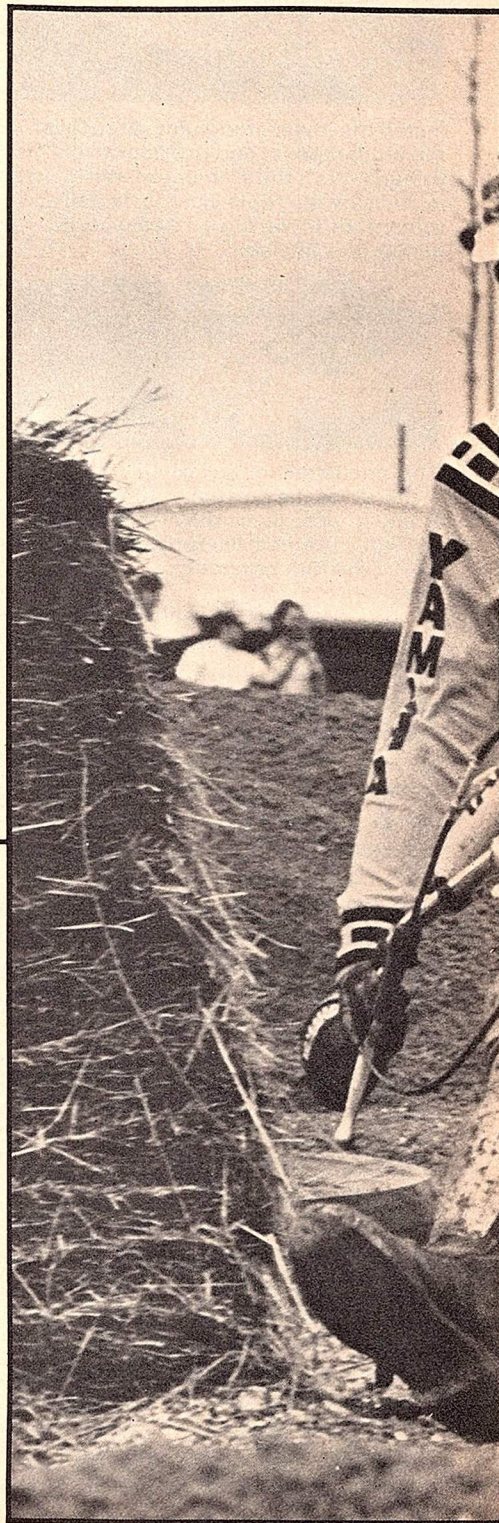
foolhardy. Sure, factories sign young riders who show a lot of potential talent, but they usually have an experienced rider on the team to act as leader, showing the young riders what to do, winning races for the factory while the young riders are learning.

With three new rookie riders, Yamaha's plan was to use 1976 as a training year, not really expecting them to begin showing their potential in the 250 and Open classes until next year. If any winning was to be done at all, Yamaha expected Bob Hannah and Danny Turner to do it at the upcoming 125cc Nationals where they at least had some experience. With this in mind, everyone was totally amazed as Bob Hannah won all five races in the Open class of the 1976 Florida Winter-AMA Series and Suzuki's Steve Stackable narrowly edged out Rick Burgett for second overall.

Neither Bob nor Rick had ever raced on Florida's sand tracks, which are the toughest in the country. Riders who can do well in Florida usually go on to do well the remainder of the year. Because

most people hadn't heard of Bob or Rick before the Florida Series began, we felt an interview with them would be appropriate. Both riders won recognition by Yamaha in different ways to gain their factory rides, which should prove in-

Bob Hannah and Rick Burgett played freight train during most of the Florida Series.



personalities

HURRICANE HANNAH & LUMBERJACK BURGETT

teresting to anyone who has wondered how picking up a factory ride comes about. Danny Turner, who raced the 125cc Nationals and 250cc Trans-AMA Support class last year for DG Performance Specialties, was unable to compete in the Florida Series because of a broken elbow suffered just before the Series began.

We began the interview by asking Rick Burgett for a little background information on himself. Because Ricky is a big, muscular boy who lives up in the forests of Oregon, the guys in the Florida Series gave him the nickname "Lumberjack." Next, Bob filled us in on his background. Because Bob took the Open class of the

Florida Series by storm, his nickname had become "Hurricane."

RICK: "Well, I'm 19 years old and I'm from Sandy, Oregon. I got my first motorcycle when I was 11 years old and began racing at 13. Then it was mostly flattrack and scrambles, but as the years went on it changed into motocross.

"1974 was my first year on the



AMA circuit when I raced the whole Trans-AMA Support class. I finished fifth overall for the Series on a CZ. This past year I raced the Series again, finishing ninth overall on a Yamaha."

BOB: "I'm 19 years old and from Lancaster, California, but I've been living in Whittier the last year and a half since I've been racing. I hadn't raced until I got out of high school, though I had owned bikes since I was seven years old."

"My first race was out at Indian Dunes where I raced Junior class and finished first on a friend's CZ. The next weekend I went back and finished fourth in the Expert class. I started living with this friend in Los Angeles and he tuned on the bike for me while I raced it. I raced the bike for 12 weeks until I couldn't go any faster on it. It was a stock two-year-old CZ and just wasn't competitive enough, so I quit racing for three months to save up my money. I was working at the time as a welder. I bought a brand-new GP Husky the first of

RICK:

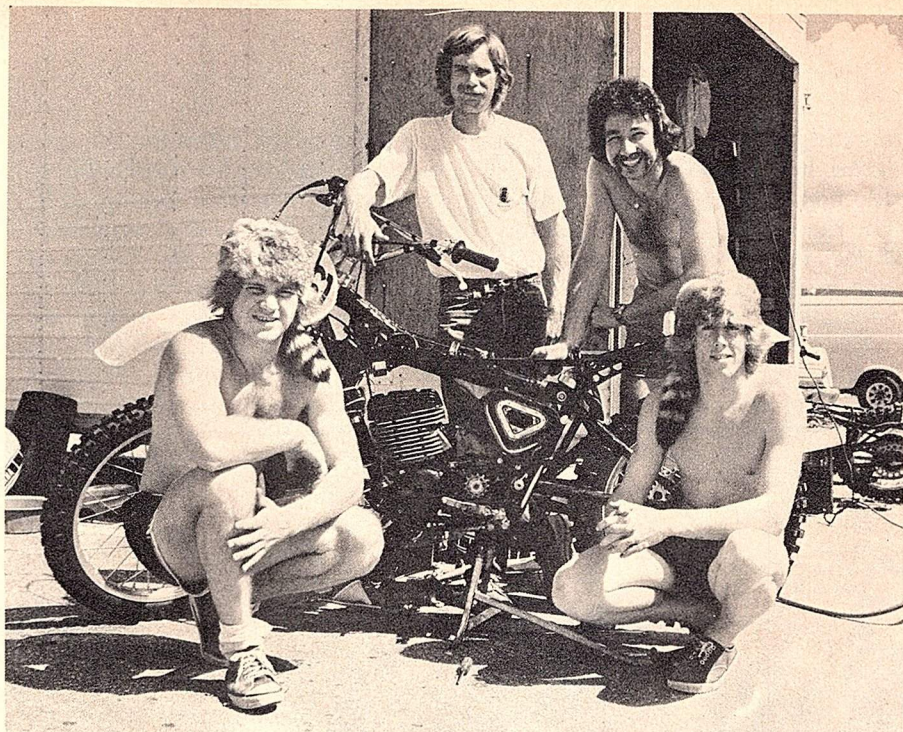
"Being a privateer was hard. I had to worry about money and expenses. I had to stay home during the summer to work — just racing locally . . ."

"We were just down here for the Florida Series to get in shape. I had a lot of bad luck and did a lot of falling down while leading . . ."

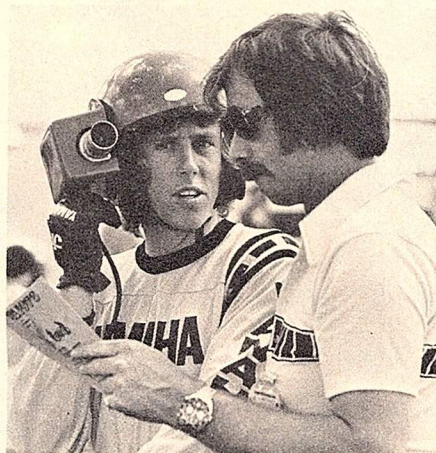
last year which I raced for five months. I then sold the Husky and rode for DG Performance Cycles a few months. Next, I rode for U.S. Suzuki on a local level before signing with Yamaha."

Rick Burgett made himself known to Yamaha the hard way, by traveling across the country following the Trans-AMA Support Class Series. It cost him hundreds of dollars of his own money and the only support he received was a discount on parts from a local shop back home in Oregon. Bob Hannah had it easier. Because he lived in L.A., his riding attracted almost instant attention from companies like DG, Suzuki and Yamaha.

BOB: "When I was racing my Husky locally, Suzuki let me have a bike to race in the 125cc class. Because I was doing so well on a

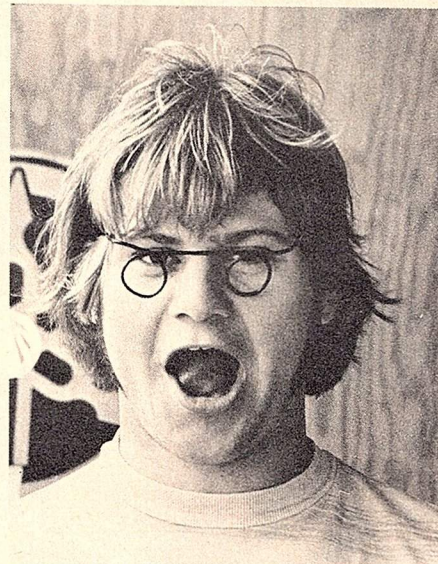


Don Dudek and Bill Butchka will be doing the wrenching for Burgett and Hannah, who are shown respectively posed. The guys without the hats are the wrenches!



At the Daytona Supercross, CBS used Bob as their cameraman during practice. Yamaha's Pete Schick is the man responsible for the all-rookie team this year.

stock Suzuki, a number of which they had loaned out, they asked if I might be interested in racing local races for them full-time. A few months later they called me up and I said, 'yes,' I would ride for them and work on the bikes myself. They paid me a salary of \$700 a month and gave me a van to use to go to the local races.

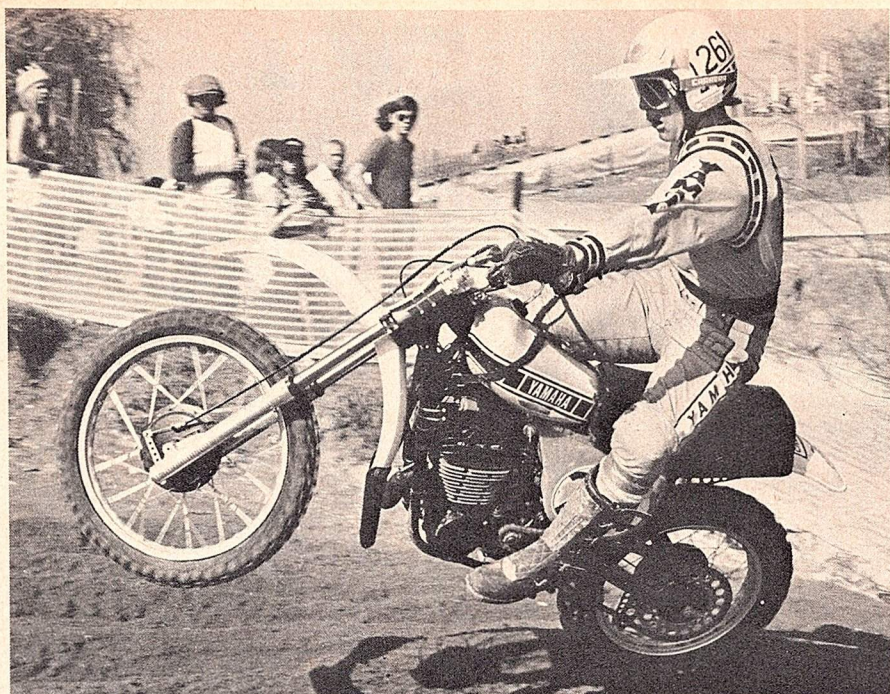


Rick "Lumberjack" Burgett was tagged with his nickname by the other riders in the Florida Series. The lad from the forests of Oregon looks like he eats pine trees for breakfast.

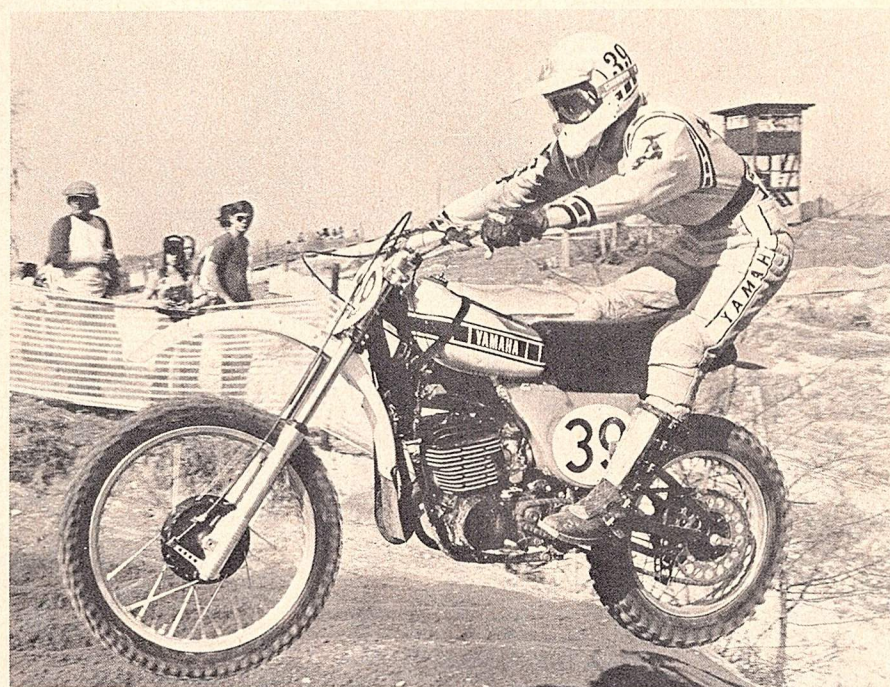
"I left Suzuki to ride for Yamaha because Suzuki only wanted me to race the 125cc Nationals this year. Yamaha would let me ride the Florida Series, the 125cc and 250cc Nationals, and the Trans-AMA Series."

RICK: "Being a privateer was hard. I had to worry about money and expenses. I had to stay home

HURRICANE HANNAH & LUMBERJACK BURGETT



Rick likes to get stylish, but once in a while he lands on his head instead of his wheels.



Bob's style isn't too flashy, but it sure is effective. Same jump — check the difference! Bob is an ex bicycle motocross star.

during the summer to work — just racing locally — so I could save up enough money to follow the Trans-AMA Series. The Trans-AMA cost me \$2000 for two months on the road. I had to buy everything like gasoline, tires, parts, and did my best to save by sleeping in the van."

The Open class of the Florida Winter-AMA Series seemed like a benefit race for the new Yamaha

team riders. Bob won every race, but Rick was in contention for the win almost every time before something seemed to go wrong and cause him to crash. Many times they would be freight training around the track, sometimes side by side, right up to the end of every 30-minute moto. When Rick wasn't around to contest Bob for the win, Steve Stackable would be.

Cont'd. on page 63

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HUSQVARNA'S WINTER CAMP

Gone are the days when you could win a world championship on talent alone

By David and Margery Maltais

Husqvarna's International Training Camp is designed to teach each rider how to reach his maximum effectiveness for racing motocross. In the eight short years since its inception in 1968 under the direction of competition manager Bror Jauren, Husqvarna has capitalized on the results of their training efforts with many championship wins in motocross and other forms of motorcycle racing. Mr. Roland Arrehn, the successor to Mr. Jauren in 1971, with the cooperation of the Edsbyn motorcycle club, has continued to improve the training methods each

year.

Helping Roland at this year's camp were Rolf Eriksson from the Edsbyn club, Bjorn Gustavsson, a physical education major at the University of Stockholm, and Arne Kring. Arne is retired as of this year from GP competition. His shop, Knada Sport, provided the cross-country equipment necessary for some of the training.

We're going to follow the week's training of the 55 riders from ten nations and show some of the methods used to help them become stronger, more successful riders.

HUSQVARNA'S GOALS FOR TOTAL PREPARATION

1. Self Awareness
2. Mental Preparation
3. Discipline
4. Motivation
5. Circle Training For Strength
6. Interval Training For Endurance
7. Technique Training With Motorcycle

As each rider arrived at Alfta, 305 km northwest of Stockholm, he was tested in order to measure the amount of oxygen being transferred to his bloodstream and on to the muscles. First the rider's weight was taken, and he then got on a bicycle used for exercising to which a resisting load was placed on the driven wheel. Using an instrument that made a rhythmic ticking sound, the rider was asked to pedal at a constant speed until told to stop. A sensitive strap was placed around the rider's chest with a wire leading to an instrument that recorded the number of heart beats per minute. The number of beats was recorded each minute for six minutes, and then by cross-referencing a series of charts a figure was reached to determine the amount of oxygen received by the bloodstream. This gave an accurate estimation of how long the particular rider could go without tiring.

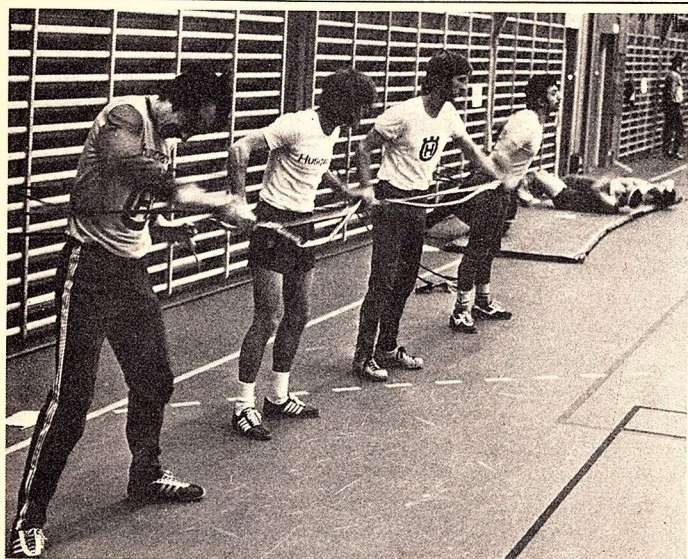
On Monday morning the riders assembled at the Alfta sporthall for their maximum endurance test. There were 14 stations with four to six men assigned to each station. Each man was given a card to record the maximum number of repetitions that he could do in one minute at that station. There was a ten-second rest between each station. During the week, except Thursday, the circle training was the first thing on the schedule at 8:15 in the morning. The riders were told to practice the exercise correctly and to try to increase the number of repetitions.

After a sauna and shower the riders met in the classroom for an hour to learn about the construction and function of the human body. The major point stressed was that the body is a working machine and to have it run properly we must know each part and learn how to give it care and strength. This in itself will help us

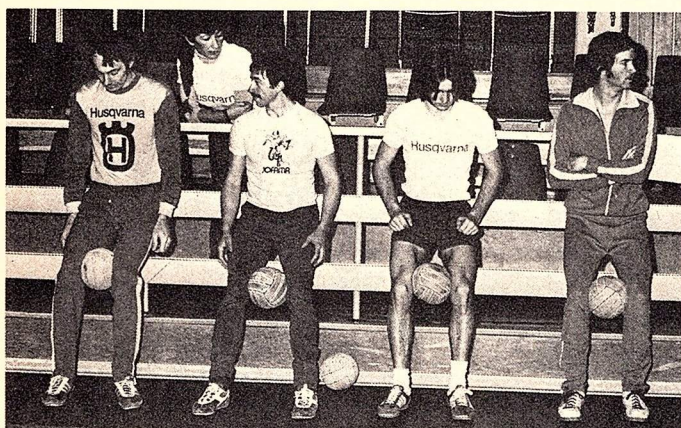


From your left, Heikki Mikkola, Arne Lodal of Denmark and Brad Lackey talk training with Roland Arrehn, Husky's racing team manager.

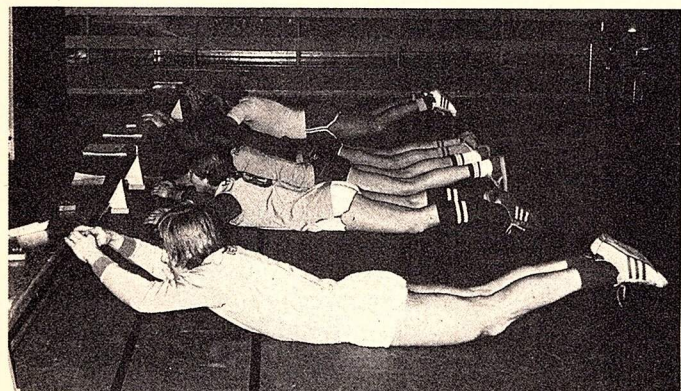
HUSKY TRAINING CAMP(con't)



Gunnar Nilsson (Baja 1000 winner, '69, '71, '72), Larry Roeseler and Mitch Mayes are shown doing one of the circular training exercises. An elastic cord is attached to each end of the handlebar and run through a pulley, making the pressure constant as you rotate the bars.



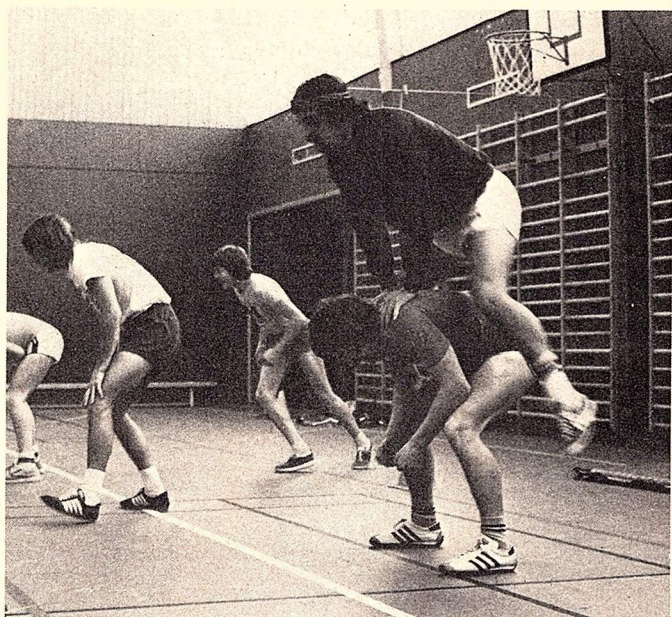
Gunnar, Italian journalist/rider, Larry and Mitch do the static exercise where you keep your knees bent with your butt against the wall while holding a basketball between your legs. Try it, if you think it looks easy.



With your hands on a bench you are supposed to balance on your stomach while keeping your feet in the air. You find out how well you're in shape on this one.



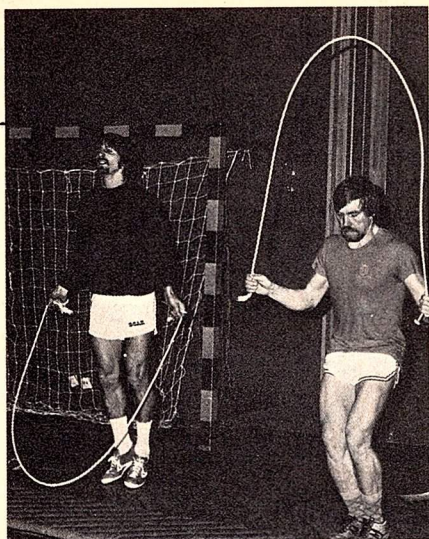
Group A and group B lined up at each end of the sporthall and at the sound of a whistle one group would sprint while the other group rested. During one training period they did 40 repetitions.



Brad is shown during one of the interval training exercises where you alternately frog-hop over each other across the gym.



This exercise can be done with any bench. You jump from side to side as Brad and Heikki are shown leading. Remember, repetition is the key to improved endurance and stamina.



There are 14 stations, with four to six men doing the exercise at that particular station and then moving to the next station until they complete the circle.



After lunch the riders had to ski in circles on the iced-over lake and weren't allowed the use of poles.



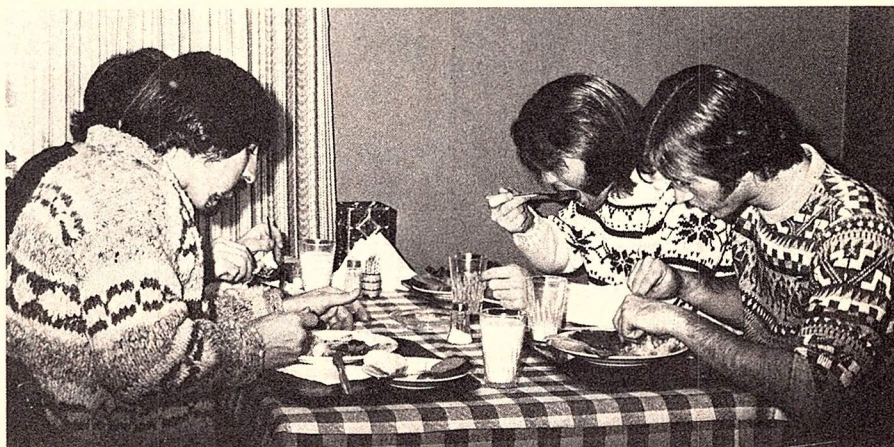
Roland Arrehn answers questions and gives instructions during the technical motocross training.

to improve muscle control, reflexes, strength and endurance.

After lunch the riders took a break to rest and prepare their cross-country skis for interval training. At 2:00 they walked the short distance to the lake on the edge of town and were divided



The Edsbyn motocross track is the location for the motocross stamina and technique sessions. Just like riding on the skittery west coast tracks only your feet get much colder.



Proper nutrition and rest between the full day's exercises are an integral part of the Husky training method.

into two groups. They were told to ski in two circles without the use of poles. When the whistle blew they would go as fast as they could for one minute. Then the whistle would blow again and they would go at a normal pace for one minute. This continued for one hour non-

stop.

Another sauna and shower followed, and then at 3:30 there was a discussion on motocross training methods. A training schedule for each month was broken down and the daily routines were discussed. For the rider who is racing full-

Cont'd on page 69

technical WATERCOOLING FOR MOTOCROSS



We can see the ads now. "At the next motocross try Prestone for better results on those hot summer days."

By Dick Miller

The constant search for horsepower in the small-bore racers never ceases. It's possible to get a 125 engine to the point of disintegration because of the power. The trick is to get all that power and make it live.

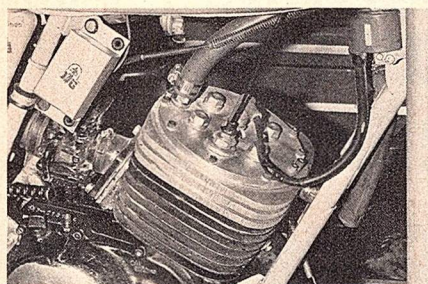
A factory team can go for it regarding the super-powerful, high-rpm'er-type engines because their ultimate goal is winning, and if an engine will last three motos

that's all that is necessary. Even one engine per moto isn't that big a deal. Obviously this isn't feasible for you or me unless you've got a lot more money than I have. If you don't, then what is the alternative?

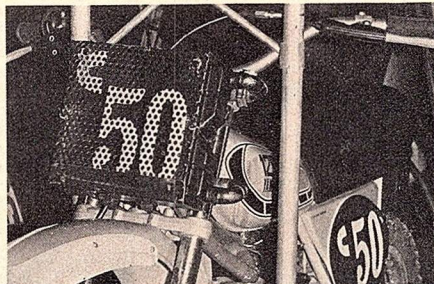
Horsepower is heat, and more horses means more heat is generated until there is so much that the engine can't live with it, or it *will* live with it and the heat will cause the engine to lose power. What do

you do? Yamaha and several other manufacturers have built highly sophisticated racing engines using water as a coolant. Most of these engines have been used for road racing and some of the results are now on the dealer showrooms as street bikes.

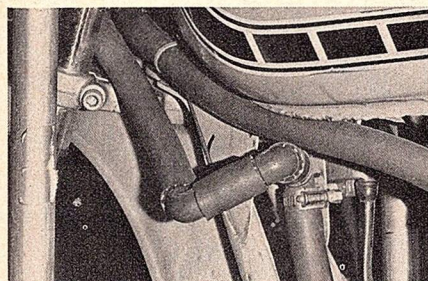
It's been a strong rumor for some time now that Yamaha is going to release a motocross bike with a watercooled engine. So far we



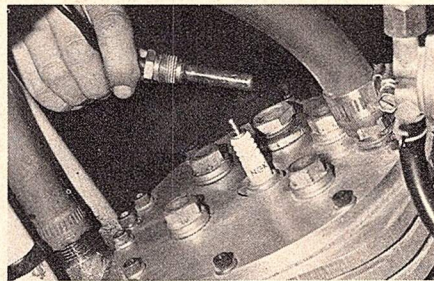
The DG watercooled head setup is going to be available for most 125s in much the same setup as this prototype on Yamaha's YZ model.



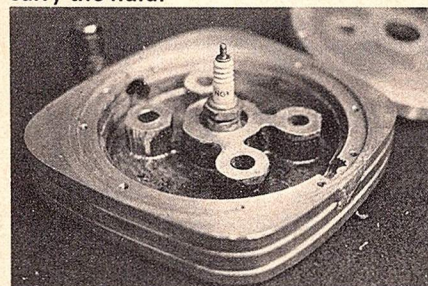
The present position for the radiator was the fork crowns with a ventilated number plate as a screen for damaging debris.



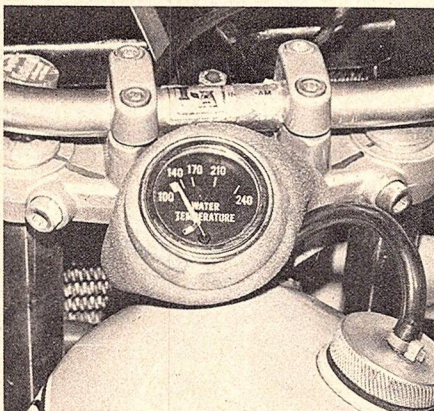
The plumbing looks vulnerable but never presented a problem. ABS plastic fittings were used. The DG kit is supposed to have braided steel lines to carry the fluid.



No water pump is used and the flow of water is caused by thermal induction. Temperature gauge is mounted directly in the head as shown.



The head is a two-piece unit carved out of a solid block of alloy material.



We couldn't get the temperature over 150 degrees, and as of this writing DG is trying a smaller unit radiator working toward an ultimate 200-degree temperature running condition. You wouldn't believe the tolerances DG's running with this setup!

haven't been able to confirm anything from them on the subject, but we were able to ride DG's version of a watercooled motocrosser. We procured it in its prototype form, and several things still have to be ironed out, but it looks like it will be an accessory kit by the time you read this.

The item hanging DG's efforts up the most is the radiator. They're hoping to find one that is already in production and small enough for their use. The condition we tested the bike in had the DG test Yamaha YZ125 using a truck's heater core mounted to the front fork crown behind a ventilated number plate.

A first impression tries to tell you that the added weight to the front end would be very noticeable, but such was not the case. Riding the bike around a rough MX course did away with the first impressions. The added weight wasn't noticeable nor was the handling affected by the addition of the radiator to the forks. We never weighed the bike, but Gary Harlow said that the added weight over the stock setup is about eight pounds. We couldn't tell the difference between the stock and the watercooled DG.

A temperature gauge was mounted for testing in a makeshift foam holder at the steering head. The thermostat was fitted inside the cylinder head, which was a two-piece affair machined out of a solid alloy block.

Distilled water is used in order not to contaminate the cooling system. Surprisingly, it takes very little water, in volume, to keep the engine temperature at a very cool level. In fact, according to the gauge we were never able to get the temperature over 150 degrees. This is a little too cool, and the optimum which Harry Klemn, DG's chief tuner, is striving for is around the 200-degree mark.

Low engine temperatures, within reason, let the engine be set

Cont'd on page 66

**FMF
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The Package. Now you can own an FMF "Factory" racer direct from the experts who build bikes for riders like Marty Smith. A brand new CR 125 M2 Honda is uncrated and modified with Flying Machine Factory integrated race-proven products. It is recreated and shipped to you. Just bolt-on the front wheel and handlebars and you're ready to race. This FMF package racer includes: • FMF Ported Cylinder • Hi-Compression Porcupine Head • 34mm Mikuni Carburetor • FMF "Pro" Low Pipe Exhaust • Competition Gas Girling Shocks • Sealed Air Fork Caps • Fork Boots, Fork Protectors, Competition Grips • And many other modifications.

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EXCHANGES USA

DIRT

Cont'd. from page 9

venting of a gas heater in his van. He was traveling to Florida for the Winter-AMA Series at the time of his death. During the '75 season he earned enough points to gain National number 78 for this year.

Danny Turner had the misfortune to break his right elbow shortly after signing a contract with Yamaha for the '76 season. He had to sit out the Winter-AMA and possibly all the Supercross events but hopefully will be able to make the first National, the eighth annual Dirtiggers M/C Hangtown Classic.

If you think you can tell a biker by his appearance, then Al Gaskill, former winner of the ABC Race of Champions and AMA dirt tracker, stumped all the panelists on "To Tell the Truth." Not one of the panelists was able to pick him out on the basis of his answers and appearance.

Continued

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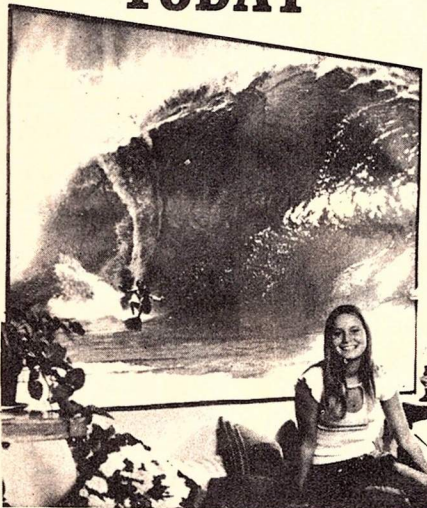
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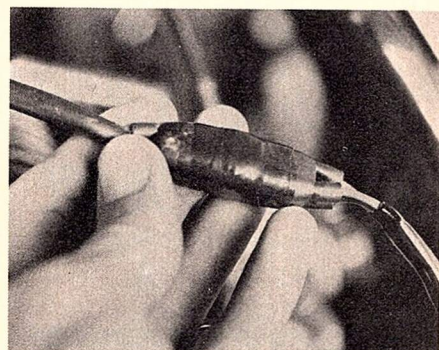
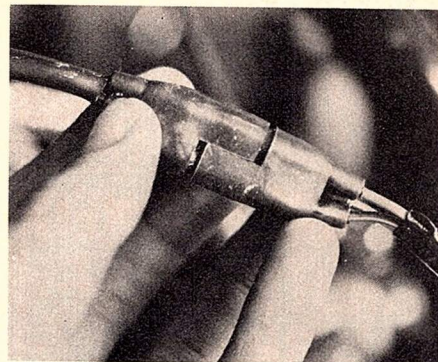
DIRT

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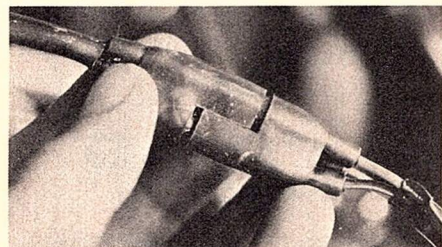
Kawasaki is now handling Goodyear tires. Dick said their Eagle DS II is the hot setup for the off-road racing stuff and is really strong. Husqvarna's Mayes, Bakken and Roeseler use them also.



Dennis Blanton, Honda's Racing Manager, has accepted a position at The Honda Center, Burley, Idaho. He'll be handling a racing shop that'll be specializing in motocross and off-road. If you ever get to Burley look him up, he's one of the good guys!



TECH TIP: Tape up those funky plugs on the Japanese bikes. If they should come undone and short out against the frame, a bunch of expensive electronic equipment gets burned out.



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Cont'd. from page 6

sides of my tongue. I stumbled into the kitchen like a zombie, mechanically filling a jumbo glass with milk and peeling back the aluminum foil from the pumpkies. With the uninterrupted rhythm of a racer in flight I devoured four pumpkies and drained the glass of milk. Now my eyes turned to the chocolate chip cookies. I ripped open the box and poured another glass of milk. The cookies went down two at a time, washed along by huge hits of milk. Hypnotized, I watched my hand reach into the box and deliver cookies to my mouth again and again like a steam shovel in a sand pit. Mmmm. More pumpkies. My hand swung back to the pumpkin bars and started shoveling them in. Now my other hand shoots out for the half-gallon cardboard container. Now great quantities of icy milk wash the mass of pumpkie and chocolate chip cookie down to my enraged stomach. I am caught in the frightening jaws of mankind's most dreaded affliction. The Munchies!

From behind the toaster oven: RICE PUFFS! I descended on it and tore open the plastic bag, plunging my hand deep, deep! Huge fistfuls of RICE PUFFS.

In, into my mouth I PUSHED them. Mmm. MILK! More milk. Down down, down into my stomach they went and my

stomach was outraged. Its little voice was screaming in my brain, "STOP THIS BARRAGE IMMEDIATELY OR I WILL BE FORCED TO DISRUPT THE WORKINGS OF THIS BODY!"

I paused to consider. One more bite of pumpkie and then I'll quit. I was sluicing it down with an enormous hit of milk when it hit me. THE SNICKERS! I tore open the freezer door. There it was, nestled against the frozen spinach in its little bronze and blue wrapper. I ripped it open and took a big bite. Mmmmmmmmmmm. Boy, that's good. Then ... RICE PUFFS! How would the Snickers taste with RICE PUFFS!? I ran to the rice puffs. Rice puffs in, in. Mmmm. MILK! More milk. Mmmm. Down, down. Rice puffs 'n' Snickers. The little voice screamed "NO! STOP!"

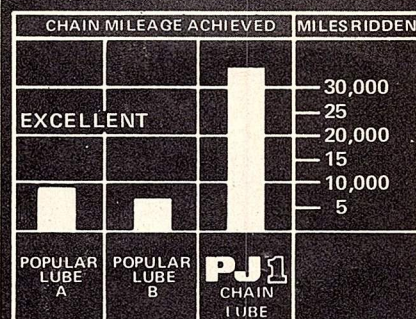
But why stop? The Snickers still had two more bites. Take another bite. Mmmmm. Now, RICE PUFFS! I buried my face in the rice puffs! Mmmmm. Michelle came into the kitchen. "Paul, what are you doing?"

"NO! Don't try to stop me, Michelle! I love these rice puffs ... and this Snickers ... and them pumpkies."

PUMPKIES! More pumpkies ... But there were no more pumpkies. No more Snickers, no more rice puffs, no more milk and no more chocolate chip cookies. Everything was gone. I ate everything.



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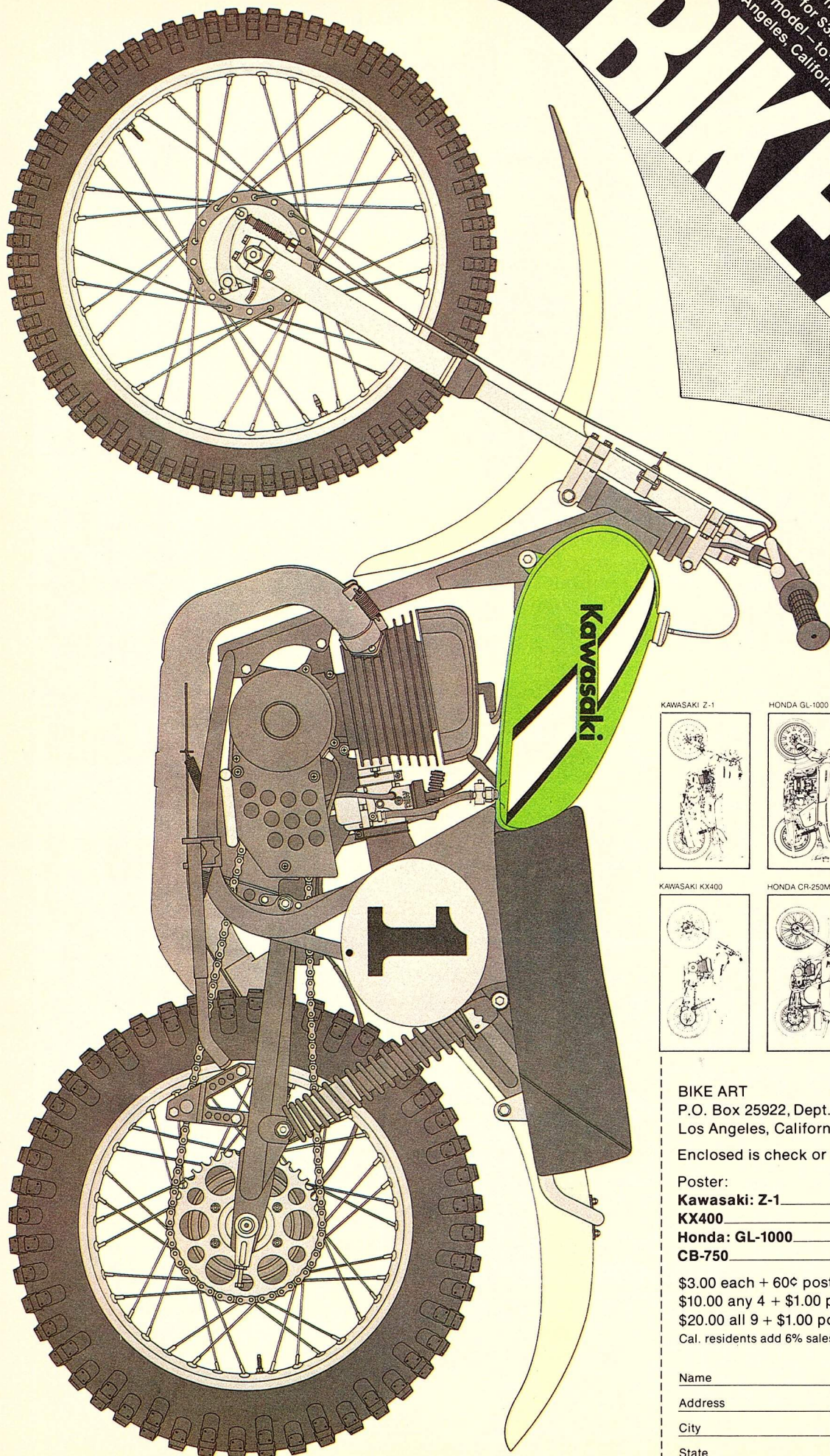
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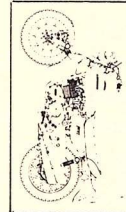
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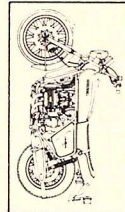
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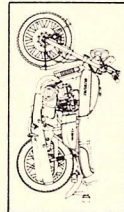
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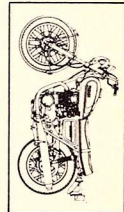
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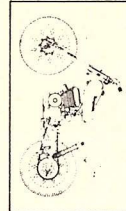
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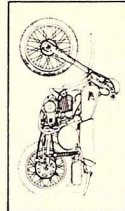
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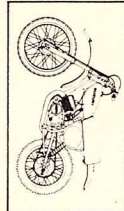
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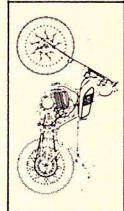
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Cont'd. from page 49

The Suzuki rider was their toughest competitor during the Series, and many times during a race they'd be trading the lead a number of times each lap. We asked Bob and Rick about their performances in the Florida Series.

BOB: "It was a close Series, because the three of us never broke down. Stackable rides very smooth and picks smart lines, while I ride just wild, falling all over the place. I never cut Steve off like a lot of people thought, but I don't leave the door open for him either. It was close racing all the time, especially at St. Petersburg and Gainesville where Stackable and I were side by side the whole time."

RICK: "We were just down here for the Florida Series to get in shape. I had a lot of bad luck and did a lot of falling down while leading, but this is just practice to get ready for the Nationals. Down here we were just training, and

Continued

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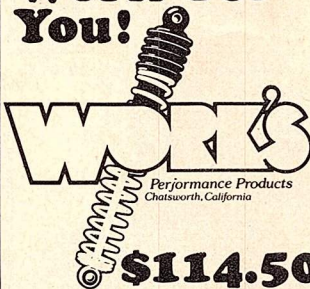
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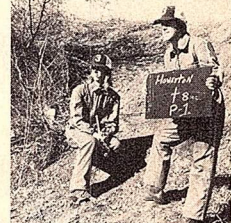
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that's why we spent a lot of time racing side by side."

BOB: "We've been working out three days a week down here. We

ride our practice bikes twice during the week and run three days: Tuesday, Wednesday and Thursday. You feel good all day long after working out in the mornings. I think that's why we did so well

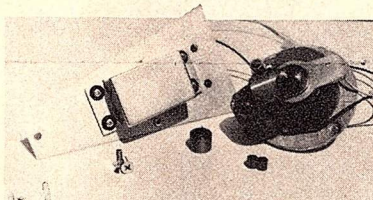
this Series, because we worked out and I don't think Stackable did. Maybe he did. But you could tell that he's way more experienced than I am. He's smoother. He's much more experienced at picking lines. But at the end of the moto I had just a little more strength left than he did. That's the only reason I beat him."

For the upcoming National season, Rick Burgett will be racing in the 250cc and 500cc Nationals on works bikes prepared by his mechanic, Don Dudek. Bob Hannah will be racing the 125cc and 250cc Nationals on Bill Butchka tuned bikes. Because some of the 125cc and 250cc Nationals are being held on conflicting dates, for those races Bob will stick with the Series he is doing the best in. As an added incentive, Yamaha will have newly designed works bikes for the two of them, as well as for Danny Turner who will specialize in the 125cc National class. Yamaha made a bold move when they hired three rookies for the 1976 season, but it looks like it's a move that's paying off.

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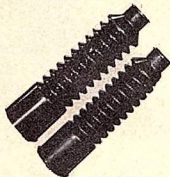
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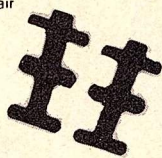
\$6.95 Blue White



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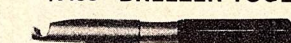
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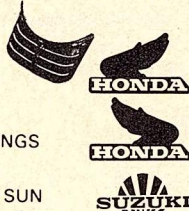
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DG WATERCOOLED

Cont'd from page 57

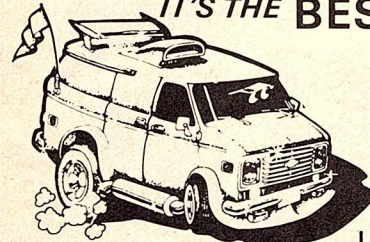
up with tight tolerances, higher compressions, warmer spark plugs and anything else that would cause excessive heat. The gains are more power output even when using stock bore and stroke. Most engines are set up fresh with enough tolerances for the engine parts to expand and still not have a seizure when it is run hot. If this factor is controlled, then the tolerances can be tightened, thereby gaining more power without any major modifications.

I've seen a couple of other watercooled setups just prior to our testing the DG unit. We were supposed to test the Noguchi unit, but they never showed up, and now we hear rumors that they are no longer in business. Neither of the other units had a method of determining temperature, which makes it difficult to learn some important information. We never ran the engine without coolant to find out what would happen if you sprung a leak, since the bike wasn't ours to abuse. However, on the other hand, we never had to add water after many hours of running. There should be no problem with long motos or, for that matter, a day's worth of racing. This could change depending on a different volume radiator being used and letting the bike run at a hotter temperature.

The watercooled engine has its definite advantages even for motocross, and especially in the 125 class where the optimum horsepower levels are being attained and more is being strived for. The disadvantages of more parts to maintain and break plus the added weight, even though slight, are something that you have to weigh in your own mind. One thing is for sure — you're going to see some on the racetracks very soon.

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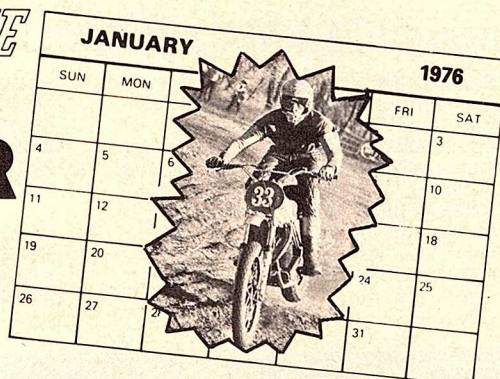
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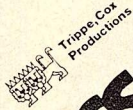
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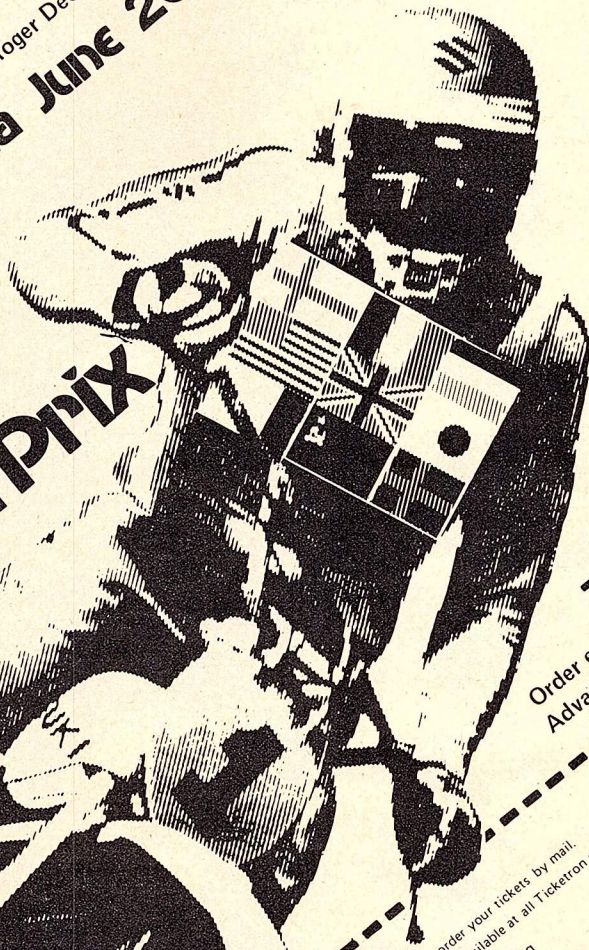
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TRAINING CAMP

Cont'd. from page 55

time professionally, or who is working at a job but is really serious about motocross, a chart was shown that would show the best results for these riders. Some changes would have to be made according to the free time each person had and the amount of training he felt he needed. The chart is broken down into four groups: strength, endurance, physical training; distance training with motorcycle; technical training with motorcycle; and racing.

One of the important points stressed was that even if a rider crashes and injures himself he must continue to do as many types of exercises as his injury will allow him to do, so that he will not lose his fitness completely.

Forced interval training was performed many different ways to obtain the same goal — stamina, the ability to keep going the whole race at your maximum speed. One of the training methods used for stamina was for two groups to spread out across each end of the

sport hall. At the sound of a whistle group A would sprint down and back, then group B would do the same while group A rested. During one forced interval exercise each group did 40 repetitions. We already mentioned cross-country skiing on the lake on day one. The swimming pool was used the same as the sport hall for sprinting exercises, with two groups using the same method.

There were special exercises done in pairs with either a time limit or a specific number of repetitions, and then the partners switched places.

Cross-country skiing was used during the week to test the riders' speed and endurance — on 5, 10 and 15-kilometer courses that were made up of hills, woods, downhills and across iced-over lakes. Each rider was timed in order to measure his progress.

Thursday was the easiest day of the camp. It included a visit to Edsbyn's ski factory, lunch, a chain demonstration by Reynold, and a discussion of the importance of the body fluid balance by a Gatorade representative in which

Continued

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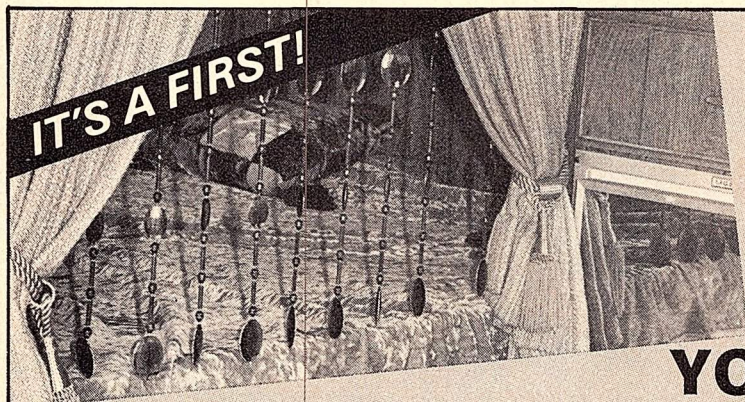
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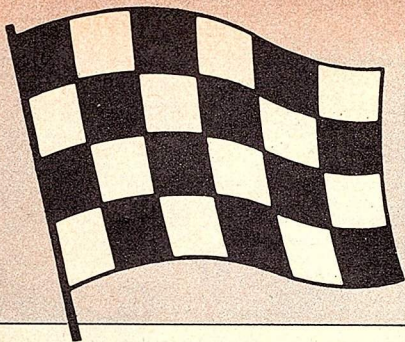
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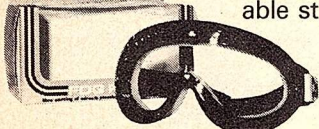


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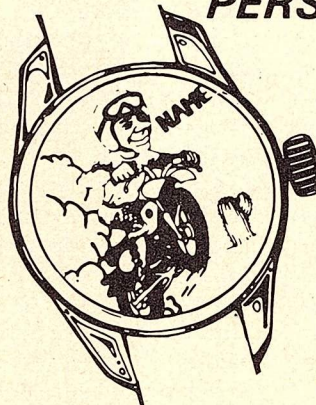
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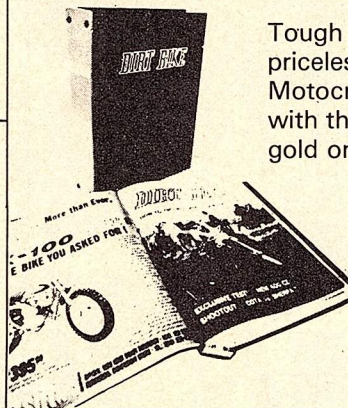
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Continued

he emphasized a low intake of liquids before the race and only enough after the race to replace the perspiration that was sweated out as your body demanded to be cooled. After dinner there was a trip to a wax museum.

Motocross technique practice was scheduled for Tuesday and Friday. On Tuesday it was too cold (-26°C) but Friday it warmed up a little and the training camp moved to the Edsbyn motocross track for two hours of practice on balance and riding technique.

At six in the morning on Saturday, the last day of the camp, the riders were again tested on the bicycle measuring test. Then at 8:15 the riders reported to the sporthall for their maximum endurance test. They were told to do as many repetitions as they could. Most of the riders had an improvement of 30-40 percent. This clearly showed two things: there was room for improvement and each rider had made an effort to do better as the week went along.

The rider who wasn't fully prepared before coming to Alfa left the training camp prepared to work on the specific areas stressed during the week. Self-awareness is the key to successful training. Each person has to find out how much training his body needs, how much practice is needed with the

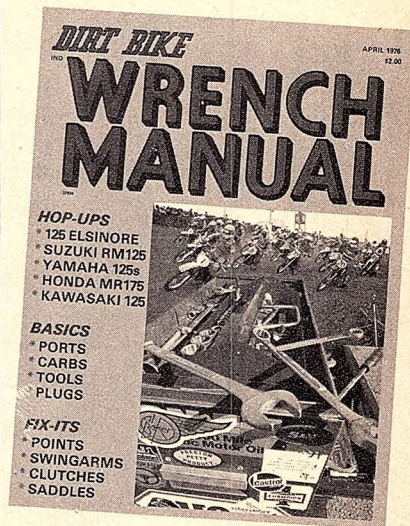
motorcycle, how much time is needed to prepare mentally before the race, and how to work with his strong and weak points. With mental preparation you should be able to think positively about doing well in a race. It doesn't mean first place, it means doing your best. If you know you have a chance for first, go for it. At a race narrow down the course to your whole world, and then after the race go over in your mind what went wrong and work at strengthening and improving these areas.

Discipline is the core of all successful athletes. Top riders have it or they wouldn't be at the top. Roger DeCoster, Heikki Mikkola, Harry Everts, Gaston Rahier and the riders who are constantly in the top places have it. Their results are proof. Young riders who are working toward becoming world champions, such as Brad Lackey, realize the importance of strict discipline and are willing to sacrifice a lot to reach that ultimate goal. Not everyone has the potential of becoming as good as Roger DeCoster, but with correct training practices each rider has the possibility of racing to his maximum potential.

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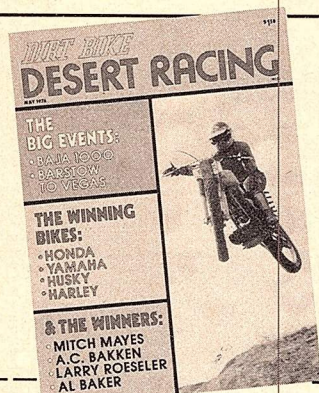
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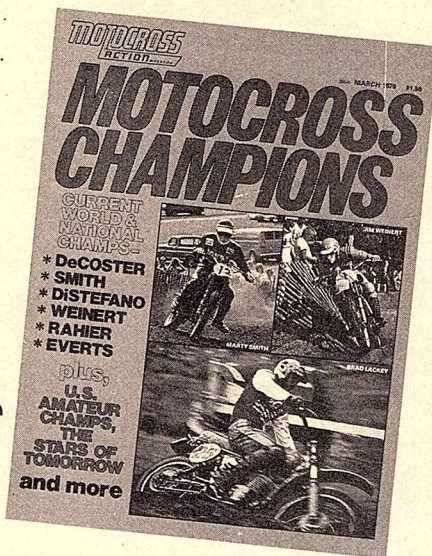
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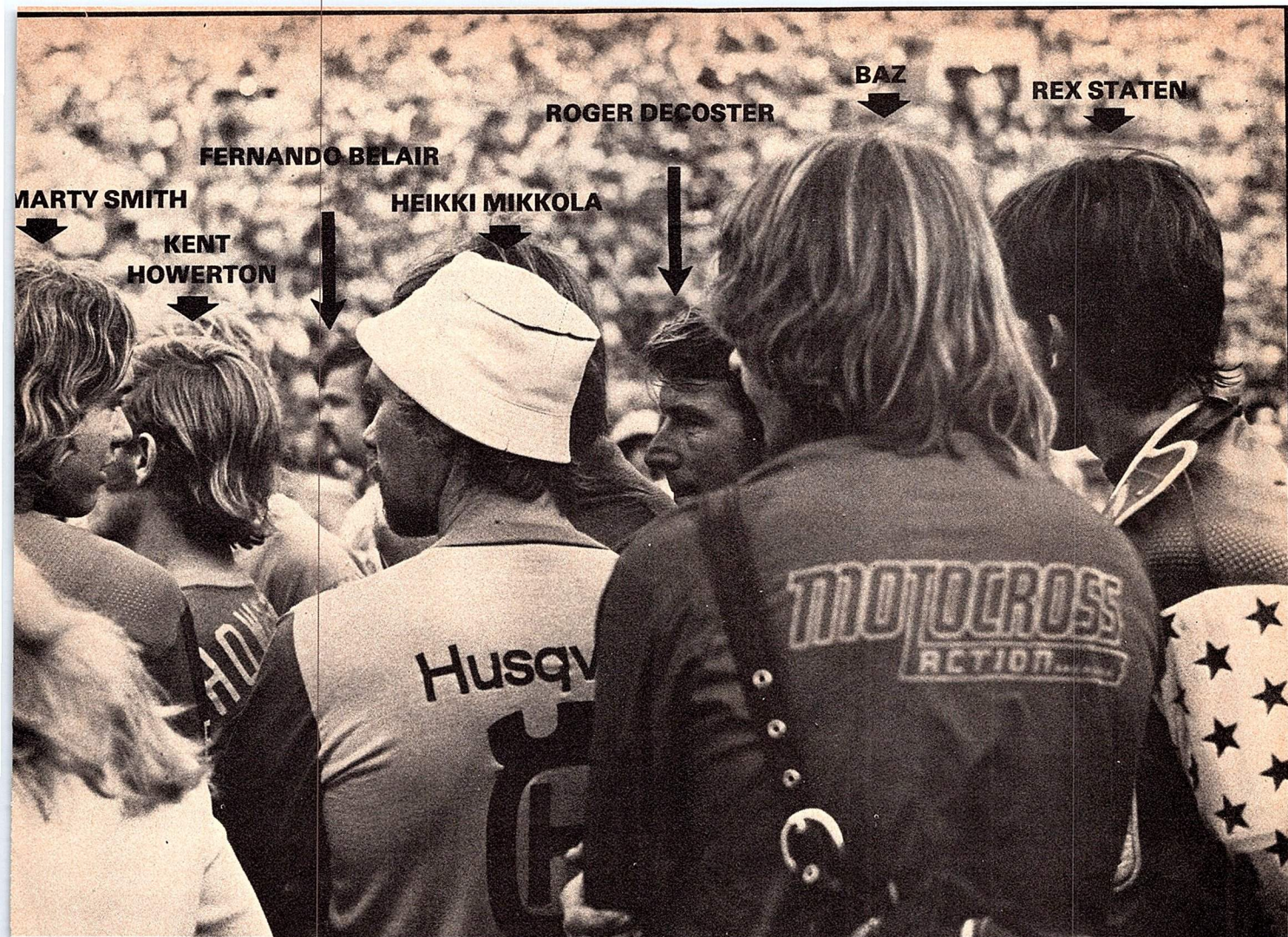
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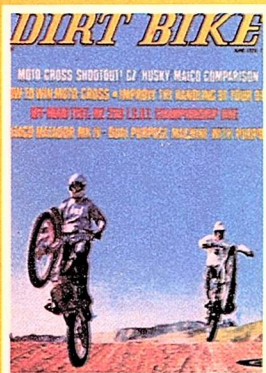


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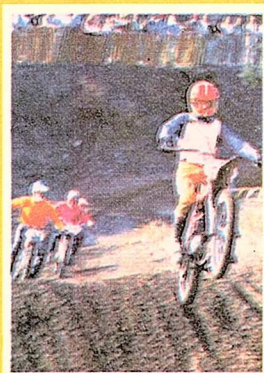
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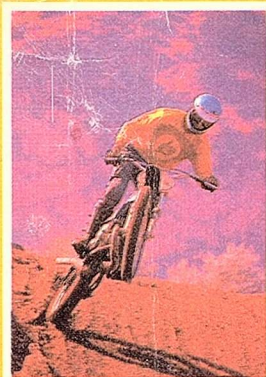
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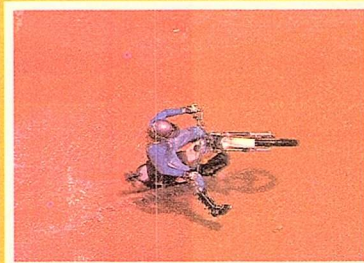
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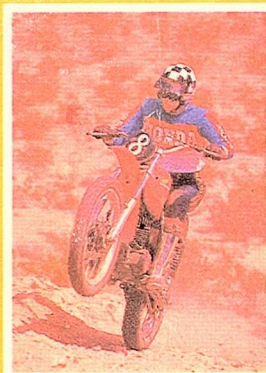


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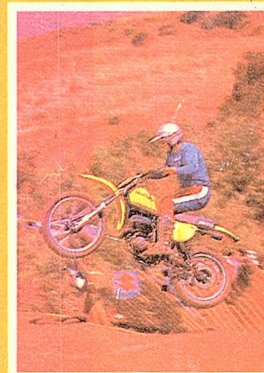


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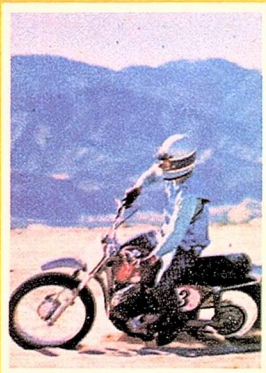


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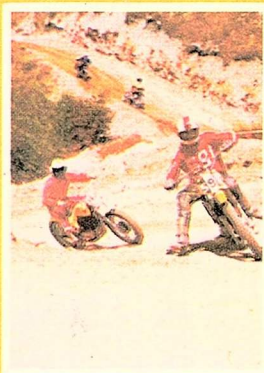


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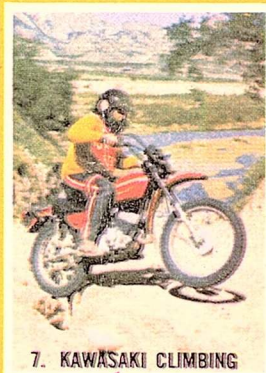


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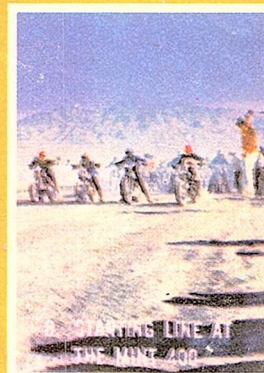


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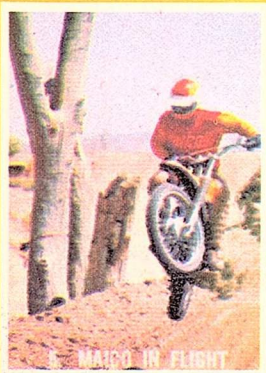
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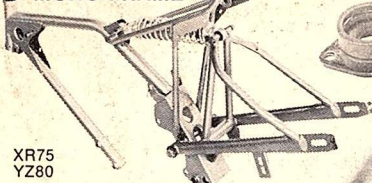
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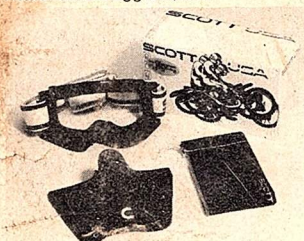
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